U.S. Department of Transportation Federal Aviation Administration

Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 19 Date: 02/02/2018

ATR – GIE Avions de Transport Régional ATR-72

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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The following changes are the Highlights of Changes for ATR-72 **Revision 19**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 10/17/2017 through 10/20/2017 in Miami.

PAGE NO.	EXPLANATION OF CHANGE
All	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars.
Multiple	The final FAA type certification basis for the ATR-GIE ATR 72-500 incorporating Mod. 5948 is commercially called the ATR 72 "-600" version. (Reference TCDS A53EU).
	Revision 19 includes the introduction of the -600 version. Items that are only applicable to the -600 are identified with "(-600)"; conversely, items that are not applicable to the -600 are identified with "except (-600)".
Multiple	Policy Letter 31 Updates for Emphasis using capitalization e.g., "OPEN, CLOSED".
Multiple	All references to FAR have been updated to 14 CFR references.
Multiple	All "Crossfeed" references have been updated to "X-FEED" for clarification.
21-1	21-23-1 Overboard Valve, Title clarification.
	21-23-3 Extraction Fan, corrected proviso, removed the word closed.
21-3	21-31-7 Title updated for clarification.
	21-31-9 Ditch Function, new relief added.
21-5	21-61-3 Title updated for clarification.
22-1	22-16-3 Coupling Function updated for clarification.
	22-16-4 AFCS Control Wheel Disconnect updated as per Policy Letter 93.
22-2	22-18-2 Flight Director Item relief changed from "C" to "B" and updated proviso for clarification.
	22-36-1 Mode Annunciators updated proviso for standardization.
	22-36-2 Autopilot Disconnect Aural, title updated for clarification.
22-3 thru 22-4	22-50-1 Flight Guidance and Control Panel (FGCP) new relief added for -600.
22-4	22-60-1 Index Control Panel (ICP) new relief added for -600.
23-1	23-11-1 Communications Systems (VHF, HF, UHF) updated as per Policy Letter 95 and Policy Letter 106.
23-3	23-31-1 Passenger Address System (PA) updated as per Policy Letter 9.
23-4 thru 23-5	23-44-1 Crewmember/Service Interphone System updated as per Policy Letter 9.
23-6	23-44-2 Handset system updated as per Policy Letter 9.
23-7 thru 23-11	23-44-3 Alerting System (Audio/Visual) updated as per Policy Letter 9.

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HIGHLIGHTS OF CHANGE **EXPLANATION OF CHANGE** PAGE NO. 23-12 23-50-2 Flight Deck Headsets Earphones/Headphones updated as per Policy Letter 58. 23-52-1 Radio Management System (RMS), new relief added for -600. 23-13 23-60-1 Headset Boom Microphones updated as per Policy Letter 58. 23-70-1 Flight Deck Door Visual Surveillance Electric System, new relief added for -600. 23-14 23-81-1 Flight Deck Hand Microphones updated as per Policy Letter 58. 24-1 24-21-1 AC No. 2 Inverter editorial improvement (AC) added for clarification. 24-21-2 AC INV FAULT Light editorial improvement (AC) added for clarification. 24-21-4 AC BUS OFF Light Systems editorial improvement (AC) added for clarification. 24-21-5 ACW External Power System editorial improvement added connection for clarification. 24-3 24-30-1 DC Generator new relief added for the -600 standard 1 and 2. 24-4 24-69-1 DC AMP Indicator (Left-Hand Panel), new relief added. 25-2 thru 25-3 25-20-1 Overhead Storage Bins(s)/Cabin and Galley Storage Compartments/Closets updated as per Policy Letter 104. 25-4 thru 25-5 25-21-1 Flight Attendant Seat Assembly updated as per Policy Letter 97. 25-6 thru 25-7 25-21-2 Flight Attendant Seat Assembly Single or dual position updated as per Policy Letter 97. 25-8 thru 25-9 25-30-1 Passenger Seats updated as per Policy Letter 79. 25-10 25-40-1 Exterior Lavatory Door proviso updated for clarification. 25-40-2 Interior Lavatory Door Ashtray, new relief added. 25-11 25-64-2 Flotation Equipment, new relief added. 25-64-3 Crash Axes or Crowbars, new relief added. 25-12 25-65-1 Megaphones updated as per Policy Letter 47. 26-3 26-15-5 Clarification indicating optional equipment in title. 26-15-6 Clarification indicating optional equipment in title. 26-4 26-15-8 Clarification indicating optional equipment in title. 26-7 26-27-1 Lavatory Fire Extinguisher System updated as per Policy Letter 24. 27-1 27-23-2 TLU Fault light proviso updated for clarification. 27-2 27-32-2 Standby Pitch Trim, new relief added for -600. 27-37-1 Pitch Elevators Coupling System, new relief added. 27-37-2 Elevators Clutch Reconditioning Device, new relief added.

27-61-2 Spoiler Position Indicators, updated relief for clarification.

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HIGHLIGHTS OF CHANGE **EXPLANATION OF CHANGE** PAGE NO. 28-1 28-21-1 FEED LO PR Light updated relief for addition of -600. 28-21-5 Feeder Tank Jet Pump, new relief added with (O) procedure for Fuel 28-2 Load awareness. 28-23-3 X-FEED Valve, new relief added. 28-25-1 Refueling Control Panel title updated with the word 'Control' for clarification. 28-3 28-25-4 Refueling Panel Door Indication on SD Cabin Page, new relief added for the -600. 28-25-5 Refueling Panel Preselected Quantity, new relief added for the -600. 28-25-6 Refueling Panel Fuel Pre-selector, new relief added for the -600. 28-4 28-42-3 Fuel LO LVL Alert, new relief added for the -600. 28-42-4 Fuel Quantity Test System, updated sequence number. 29-2 29-32-3 Pressure Indication SD page, new relief added for the -600. 29-32-4 Accumulator Pressure Indicator (Hydraulic Bay), new relief added. 29-33-2 OVHT Light DC AUX Hydraulic Pump the word (associated) added for 29-3 clarification. 29-70-1 BRAKE ACCU HYD MX Panel Controls Indicators new relief added for -600. 30-2 30-30-1 Pitot Heat proviso updated for clarification. 30-4 30-61-1 Propeller Anti-Icing Systems proviso updated for clarification. 30-5 30-80-3 ICING AOA Light, new relief added for the -600. 31-1 thru 31-2 31-21-1 Clock, new relief added for the -600. 31-31-2 Aircraft Performance Monitor (APM), updated sequence number. 31-31-3 Multipurpose Computer (MPC), new relief added for the -600. 31-2 31-31-4 Printer, new relief added for the -600. 31-3 31-32-1 Flight Data Recorder System (FDR) Updated as per Policy Letter 87. 31-4 31-32-2 ERMS proviso updated for standardization. 31-7 31-60-1 Display Unit (DU) new relief added for the -600. 31-60-2 Multifunction Control Panel (MCP) new relief added for the -600. 31-7 thru 31-8 31-60-3 EFIS Control Panel (EFCP), new relief added for the -600. 31-9 31-60-4 Index Control Panel (ICP), new relief added for the -600. 31-60-5 Multifunction Control Display Unit (MCDU), new relief added for the -600.

31-60-6 Display Unit (DU) Switch Reversion, new relief added for the -600.

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HIGHLIGHTS OF CHANGE PAGE NO. **EXPLANATION OF CHANGE** 32-2 32-45-1 CCAS Parking Brake Light title and proviso updated for clarification. 32-45-2 PRKG BRK ON Indication, new relief added for the -600. 33-1 33-10-1 Cockpit/Flight deck/Fight Compartment and Instrument Light Systems updated as per Policy Letter 77. 33-2 33-16-4 Passenger Lighted Information System updated as per Policy Letter 123. 33-4 33-41-1 Navigation Position Lights proviso updated for clarification. 33-42-1 Landing Light System, proviso updated with night reference. 33-46-1 Taxi and Takeoff Light System proviso updated with night reference. 33-5 33-49-1 Wing Inspection Lights updated as per Policy Letter 72. 33-49-2 Ice Evidence Probe Light, proviso updated with night reference. 33-6 33-50-3 Ceiling Emergency Lightning, new relief added. 33-51-1 Exterior Emergency Lights, new relief added. 34-1 34-11-1 Air Data Computer (ADC) new relief added for the -600 standard 1 and 2. 34-4 34-29-1 Integrated Electronic Standby Instrument (IESI), new relief added for the 34-5 34-36-1 Instrument Landing System (ILS), new relief added. 34-38-1 Airport Navigation Function, new relief added for the -600. 34-6 34-42-1 Radio Altimeter System, new relief added. 34-48-1 Ground Proximity Warning System - GPWS updated as per Policy 34-8 thru 34-9 Letter 54. 34-9 34-48-2 Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions updated as per Policy Letter 54. 34-48-3 Terrain Displays updated as per Policy Letter 54. 34-48-4 RAAS System updated as per Policy Letter 54. 34-11 34-61-1 Flight Management Application (FMA) new relief added for the -600. 34-61-2 Navigation Database, new relief added for the -600. 35-1 35-15-1 Protective Breathing Equipment, updated as per Policy Letter 43. 35-15-2 Bottle Gauge, new relief added. 35-17-2 Supplemental Passenger Oxygen System, deleted and replaced by item 35-20-1. 35-20-1 Passenger Oxygen System, new relief added. 35-2 35-20-3 Passenger Service Unit (PSU), new relief added. 35-65-1 Oxygen Manual Release Tool, new relief added. 38-1 38-30-1 Lavatory Waste Systems, proviso updated.

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HIGHLIGHTS OF CHANGE

HIGHLIGHTS OF CHANGE				
PAGE NO.	EXPLANATION OF CHANGE			
42-1	42-11-1 IOM AP, new relief added for the -600.			
46-1	46-25-1 Electronic Flight Bag (EFB), new relief added for the -600.			
52-1	52-12-1 Passenger Door Torque Tube, new relief added.			
	52-12-2 Passenger Door Kinematics Motorized Function, new relief added.			
52-2	52-41-1 Service Door Hold latch activation system proviso updated for clarification.			
	52-41-2 Service Door Seal new relief added.			
	52-50-1 Flight Deck Door Lock System(s) updated as per Policy Letter 112.			
61-1	61-21-1 Synchrophaser System Note added for clarification in title.			
	61-21-6 Propeller Interface Unit (PIU) and Associated Propeller Speed Selection, new relief added.			
	61-42-1 N _P Indicating Systems, new relief added for the -600.			
73-3	73-23-2 EEC new relief added for the -600.			
	73-23-3 Uptrim function, new relief added.			
73-4	73-31-1 Fuel Flow Indication the word (indication) is added in the title for clarification.			
	73-31-2 Fuel Used Indication the word (indication) is added in the title for clarification.			
77-1	77-11-1 N _H Indicators, new relief added for the -600.			
	77-11-2 N _L Indicators proviso updated for clarification.			
	77-13-1 Torque Indicators, new relief added for the -600.			
	77-13-2 Torque Target Bugs, new relief added for the -600.			
77-2	77-20-1 ITT Indicators, new relief added for the -600.			
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DEFINITIONS				

Refer to the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website at:

FSIMS - Publications - MMEL Policy Letters

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PREAMBLE				

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, The Preamble may be found on the FAA Flight Standards Information Management System (FSIMS) website at:

FSIMS - Publications - MMEL Policy Letters

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		_			E KEY			
SYSTEM &		1.1			CATEGORY BER INSTALLED			
SEQUENCE	ITEM		3. NUMBER REQUIRED FOR DISPATCH					
NO.				(7.8	4. REMARKS OR EXCEPTIONS			
21. AIR CON	IDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar		
10-1	Flow Selector							
1)	Normal Position	С	1	0	NORMAL position may be inoperative provided the system operates normally in the HIGH position.			
2)	High Position	С	1	0	HIGH position may be inoperative provided the system operates normally in the NORMAL position.			
22-1	Recirculation Fans	С	2	0				
23-1	Overboard Valve (Automatic Mode)	С	1	0	 (M)(O) May be inoperative provided: a) Manual mode is verified to operate normally before each departure, and b) Cabin differential pressure is maintained equal to or less than 1 psi. 			
23-2	Underfloor Valve	С	1	0	 (O) May be inoperative CLOSED provided: a) EXHAUST MODE is selected to OVBD, b) Flight is conducted at or below 17,000 feet MSL, and c) Adequate cooling is provided within 30 minutes after aircraft electrical system is powered on the ground. NOTE: Not installed on cargo aircraft converted by STC ST01198WI. 			
23-3	Extraction Fan	С	1	0	 (O) May be inoperative provided: a) EXHAUST MODE is selected to OVBD, b) Flight is conducted at or below 17,000 feet MSL, and c) Adequate cooling is provided within 30 minutes after aircraft electrical system is powered on the ground. 			

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		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
21. AIR CON	IDITIONING					
Sequence No.	Item	1	2	3	4	Chang Bar
23-4	Cockpit Isolation Valve (Cargo Configuration STC ST01189WI)	С	1	0	May be inoperative provided associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
31-1	Manual Pressurization Controller	A	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Repairs are made within 3 flight days. 	
31-2	Automatic Pressurization Controller	С	1	0	(M)(O) May be inoperative provided Manual pressurization system operates normally.	
		A	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Repairs are made within 3 flight days. 	
31-3	Descent Rate Selector	С	1	0		
31-4	Dump Function	С	1	0	(M)(O) May be inoperative provided: a) Manual pressurization system operates normally, and b) Overboard valve operates normally.	

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					.E KEY Category	
SYSTEM &		1.1			BER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
W0.58.010					4. REMARKS OR EXCEPTIONS	
21. AIR CON					Ta Ti	Change
Sequence No.	Cobin Altimator	1 C	2	3	4	Bar
31-5	Cabin Altimeter		1	0	 (M)(O) May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is available to the flightcrew which converts cabin differential pressure to cabin altitude. 	
		С	1	0	(M)(O) May be inoperative provided flight is operated in an unpressurized configuration.	
31-6	Cabin Differential Pressure Indicator	С	1	0	 (M)(O) May be inoperative provided: a) Cabin altimeter operates normally, and b) A chart is available to the flightcrew which converts cabin altitude to cabin differential pressure. 	
		С	1	0	(M)(O) May be inoperative provided flight is operated in an unpressurized configuration.	
31-7	Cabin Rate of Climb Indicator	С	1	0	(M)(O) May be inoperative provided cabin altimeter operates normally.	1
		С	1	0	(M)(O) May be inoperative provided flight is operated in an unpressurized configuration.	
31-8	CCAS Cabin Altitude Warning except (-600)	С	1	0	(O) May be inoperative provided flight remains at or below 10,000 feet MSL.	I
31-9	Ditch Function	С	1	0		1
50-1	Packs	С	2	1	One may be inoperative provided flight remains at or below 17,000 feet MSL.	
51-1	Pack Valves	С	2	1	(M)(O) One may be inoperative provided: a) Valve is secured CLOSED, and b) Flight remains at or below 17,000 feet MSL.	I

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SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
21. AIR CON				٠		Change			
Sequence No.	Item	1	2	3	4	Bar			
51-2	Pack Fault Light System	С	2	1	 (M) One may be inoperative provided: a) Associated pack is considered inoperative and is selected OFF, b) Flight remains at or below 17,000 feet MSL, and c) Light(s) erroneously ON due to system failure is(are) deactivated. 				
51-3	Ground Turbo Fans	С	2	1	 (M)(O) One may be inoperative provided: a) Associated pack remains OFF during ground operations, b) Duct OVHT alert operates normally on inoperative side, and c) Associated Duct Temperature Indicator operates normally. 				
51-4	FWD CARG Ventilation Valve except (-600)	С	1	0	May be inoperative provided associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	I			
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.				
61-1	Pack Auto Temperature Controls	С	2	1	(O) One may be inoperative provided associated manual control operates normally.				
		С	2	1	 (O) One may be inoperative provided: a) Associated pack is considered inoperative and is selected OFF, and b) Flight remains at or below 17,000 feet MSL. 				

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		MM	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3. [NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING		<u> </u>		4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change
61-2	Pack Manual	C	2	1	Dai
61-2	Temperature Control		2	ı	(O) One may be inoperative provided associated auto control operates normally.
		С	2	1	 (O) One may be inoperative provided: a) Associated pack is considered inoperative and is selected OFF, and b) Flight remains at or below 17,000 feet MSL.
61-3	OVHT Alert	С	2	1	 (M)(O) One may be inoperative provided: a) Associated duct temperature indication operates normally, and b) Light(s) erroneously ON due to system failure is(are) deactivated.
63-1	COMPT/DUCT Temperature Indication System				
1)	COMPT Temperatures	С	2	0	
2)	DUCT Temperatures	С	2	0	One or both may be inoperative provided AUTO temperature control(s) for associated zone(s) operates normally.
		С	2	0	One or both may be inoperative provided: a) COMPT temperature indication for the associated zone(s) operates normally, and b) MAN temperature control(s) for the associated zone(s) operates normally.
70-1 ***	Vent Fan System	С	1	0	

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		_			LE KEY				
SYSTEM &		1.1	1. REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH				
NO.				0. 1	4. REMARKS OR EXCEPTIONS				
22. AUTOFL	IGHT								
Sequence No.	Item	1	2	3	4 Change Bar				
15-1	Advisory Display Unit				Deleted, Revision 4.				
16-1	Pitch Wheel	С	1	0	Autopilot function may be inoperative provided both TCS functions operate normally.				
16-2	Touch Control Steering (TCS)	С	2	0					
16-3	Coupling Function (CPL)	С	1	0	(O) May be inoperative provided the pilot flying is on the selected side.				
16-4	AFCS Control Wheel Disconnect	С	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.				
		В	2	0	May be inoperative provided autopilot is not used.				
18-1	Autopilot Function	В	1	0	 May be inoperative provided: a) Approach minimums do not require its use, b) Enroute operations do not require its use, and c) Number of flight segments and segment duration is acceptable to the flightcrew. NOTE 1: Operators should make every effort to repair the autopilot early in the repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and the effect of other inoperative systems. NOTE 2: Any mode which operates normally may be used. 				
					(Continued)				

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AIRCRAFT:	ATR-72	RE			IO. 19 PAGE NO. 2/02/2018 22-2	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change
18-1	Autopilot Function (Cont'd)	-	2	3	4	Bar
1)	Quick Disconnect Push Button	С	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
		В	2	0	May be inoperative provided autopilot is not used.	
18-2	Flight Director	В	1	0	(O) May be inoperative provided procedures do not require its use.	
18-3	Yaw Damper Function	В	1	0	May be inoperative provided rudder releasable centering unit operates normally.	
		A	1	0	May be inoperative provided: a) One pilot monitors rudders with feet on pedals, and b) Repairs are made within two flight legs.	
36-1	Mode Annunciators (On ADI) except (-600)	В	2	0	 (O) May be inoperative provided: a) Advisory Display Unit operates normally, b) Autopilot function is not used, and c) Associated flight director display is considered inoperative and is not used. 	1
36-2	Autopilot Disconnect Aural	В	1	0	May be inoperative provided autopilot is considered inoperative and is not used.	I
36-3	AP OFF Light except (-600)	С	2	1	(O) One may be inoperative provided aural alert is verified to operate normally before each departure.	I
		В	2	0	(M) Both may be inoperative provided:a) Autopilot is not used, andb) Light(s) erroneously ON due to system failure is(are) deactivated.	

II C DEDAD	TMENT OF TRANSPORTA	TIO	NI.			
			N		MASTER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		// () ()	2010	IO 40 DAGE NO	
AIRCRAFT:	ATR-72	KE			IO. 19 PAGE NO. 2/02/2018 22-3	
		ММ	EL T	ABL	E KEY	
SYSTEM &			REP/	AIR (CATEGORY	
SEQUENCE	ITEM		2.1	_	BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
22. AUTOFL	IGHT				4. KLIMAKKS OK EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
36-4 ***	Guidance Light except (-600)	С	-	0	May be inoperative provided approach minimums do not require its use.	
50-1	Flight Guidance Control Panel (-600)					I
1)	VS Push Button	С	1	0	(O) May be inoperative provided IAS is operative.	
		В	1	0	May be inoperative provided FD is not used.	1
2)	ALT Push Button	С	1	0	(O) May be inoperative provided ALT SEL knob is operative.	
		С	1	0	(O) May be inoperative provided VS mode with 0ft/min selection target is used for ALT HOLD.	
		В	1	0	May be inoperative provided FD is not used.	I
3)	ALT SEL Knob	В	1	0	(O) May be inoperative provided ALT Push Button is operative.	
4)	STBY Push Button	С	1	0	(O) May be inoperative.	I
5)	HDG SEL Push Button	С	1	0	 (O) May be inoperative provided: a) AP Basic Modes are operative, and b) HDG knob and HDG bug are operative. 	
		В	1	0	May be inoperative provided FD is not used.	
6)	HDG Knob	В	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					(Continued)	

	VIATION ADMINISTRATIO		//014		DAOE NO			
AIRCRAFT:	ATR-72	KE			O. 19 PAGE NO. 22-4			
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO. 22. AUTOFL	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4	Change		
50-1	Flight Guidance Control Panel (-600) (Cont'd)					Bar		
7)	APP Push Button	В	1	0	(O) May be inoperative provided alternate procedures are established and used.			
8)	NAV Push Button	В	1	0	(O) May be inoperative provided alternate procedures are established and used.			
9)	BC Push Button	В	1	0	(O) May be inoperative provided alternate procedures are established and used.			
10)	FD Push Button	В	2	0	May be inoperative provided alternate procedures are established and used.			
11)	VNAV Push Button	В	1	0	(O) May be inoperative provided alternate procedures are established and used.			
60-1	Index Control Panel (ICP) (-600)							
1)	ICP SPD TGT Knob	В	2	1	(O) One may be inoperative provided alternate procedures are established and used.			
2)	ICP AUTO MAN Push Button	В	2	1	(O) One may be inoperative provided alternate procedures are established and used.			
70-4	AFCS Maintenance Panel Controls and Indicators except (-600)	С	-	0		I		

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		ATR-72	DATE: 02/02/2018			2/02/2018 23-1	
			_			E KEY	
SYSTEM	1 &		1. F	$\overline{}$		CATEGORY BER INSTALLED	
SEQUEN	ICE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH	
NO.					• •	4. REMARKS OR EXCEPTIONS	
23. CON	1MUN	NICATIONS					
Sequence	No.	Item	1	2	3	4	Chan Ba
11-1		Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
1)		VHF Communication Control Panels except (-600)					
	a)	Active Frequency Indicator (T or ACT)	С	-	0		
	b)	Frequency Transfer Switch	С	-	0	May be inoperative provided Active Frequency can be tuned by frequency selector knobs.	
	c)	Frequency Selector Knobs	С	-	2		
	d)	Frequency Indication	С	-	2		
2)		High Frequency Communication System (HF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
			С	-	1	 (O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as LRCS over the intended route of flight, c) The ICAO Flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used. 	

AIRCRAFT:	VIATION ADMINISTRATION		VISIC	N NC	O. 19 PAGE NO.		
7 ()	ATR-72				2/02/2018 23-2		
					E KEY		
SYSTEM &		1. F	$\overline{}$		CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALLED		
NO.			3. NUMBER REQUIRED FOR DISPATCH				
23 COMMI	NICATIONS			<u> </u>	4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4	Chan	
11-2	Emergency Locator				Deleted, Revision 14.	Баі	
2	Transmitters (ELT)				Deleted, Nevision 14.		
22-1 ***	Selective Call System (SELCAL)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	-	0	May be inoperative provided procedu do not require its use.	res	
1)	Channels	С	-	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	-	0	May be inoperative provided procedu do not require its use.	res	
22-2 ***	ACARS System	С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedu do not require its use.	res	
1)	ACARS Printer	С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedu do not require its use.	res	

	. Av	IATION ADMINISTRATIO	N							
AIRCRAFT: ATR-72							PAGE NO. 23-3			
			ММ							
SYSTEM 8				REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENC NO.	E	ITEM	3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
23. COMM	IUN	ICATIONS								
Sequence No	о.	Item	1	2	3	4		Chang Bar		
31-1		Passenger Address System (PA)								
1) Passenger Configuration	В	1	0	a) Altern emerg opera establ b) Flight	noperative provided: nate, normal, and gency procedures and/or ting restrictions are lished and used, and attendant alerting system o and visual) operates ally.					
							tation function(s) that tes normally may be used.			
			С	1	0	a) PA no b) Altern emerc opera establ	noperative provided: of required by 14 CFR, and late, normal, and gency procedures and/or ting restrictions are lished and used.			
							tation function(s) that tes normally may be used.			
i	a)	Cabin Attendant Handsets				Deleted, Revi	ision 7.			
ı	b)	Lavatory Speaker(s)	С	-	0	` '	noperative provided cedures are established			
2)		Cargo Configuration (Courier/Supernumerary Address System)	С	1	0	alternate, nor	noperative provided mal, and emergency nd/or operating restrictions ed and used.			
			D	1	0	May be inope do not require	erative provided procedures e its use.			
;	a)	Lavatory Speaker(s)	С	1	0		noperative provided cedures are established	 		
			ı	l	ı	I				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
			-		MASTER MINIMUM EQUIPMENT	LIST
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	ATR-72				2/02/2018 23-4	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
23. COMMUN	NICATIONS				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
31-2	Automated Passenger	D	1	0	May be inoperative if used exclusively	Dui
***	Address/Music System				for passenger entertainment purposes.	
		С	1	0	(O) May be inoperative if alternate	
			•		procedures are established and used.	
44-1	Crewmember/Service Interphone System					
1)	Passenger					
	Configuration					
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	В	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and	
					b) Alternate communications procedures between the affected flight attendants station(s) are established and used.	
					NOTE: Any station function(s) that operates normally may be used.	
		С	1	0	 (O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. 	
					NOTE: Any station function(s) that operates normally may be used.	
b)	Cabin to Cabin Functions	В	2	0	(O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used.	
					NOTE: Any station function(s) that operates normally may be used.	
					(Continued)	

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AIRCRAFT:	(VI) (TIOIV / DIVIII VIOITO (TIC		VISIO	ON N	IO. 19 PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018 23-5	
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. [BER INSTALLED	_
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS		<u> </u>		4. NEMARKO OK EXCELLIONO	
Sequence No.	Item	1	2	3	4 Char	
44-1	Crewmember/Service Interphone System (Cont'd)					
1)	Passenger Configuration (Cont'd)					
b)	Cabin to Cabin Functions (Cont'd)	В	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that	
c)	Flight Deck to Ground Function	С	-	0	operates normally may be used. (O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2)	Cargo configuration				I	
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	С	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
b)	Cabin to Cabin Functions	D	1	0		
c)	Flight Deck to Ground Function	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	LIST
	/IATION ADMINISTRATIO						
AIRCRAFT:		RE\			IO. 19	PAGE NO.	
	ATR-72		DAI	E: 0	2/02/2018	23-6	
		MMI	EL T	ABL	E KEY		
CVCTEM 0		1. F	REP/	AIR (CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	BER INSTALLI	ED	
NO.	I I LIVI			3.1		UIRED FOR DISPATCH	
					4. REMARKS	OR EXCEPTIONS	
23. COMMUN	IICATIONS						
Sequence No.	Item	1	2	3	4		Change Bar
44-2	Handset System(s)						
1)	Passenger						1
-,	Configuration						İ
a)	Flight Deck	С	-	0	(O) May be in	operative provided:	1
,	3					deck to cabin	i
						unication operates	ĺ
						lly, and	ļ
						ate procedures are	ļ
					estabii	shed and used.	ı
		D	-	0	May be inope	rative provided procedures	1
					do not require		i
b)	Cabin	В	-	-		operative provided:	ļ
					•	f cabin handsets operate	
						lly, and ate communications	l I
					,	dures between the affected	i i
					•	ittendants station(s) are	i
					•	shed and used.	j
					NOTE 1: An o	perative handset at an	1
						erative flight attendant seat	j
						not be counted to satisfy	
					the 5	50% requirement.	
					NOTE 2: Any	handset(s) function(s) that	I
						ates normally may be	j
					usec	i .	
2)	Cargo Configuration						I
,							'
a)	Flight Deck	С	-	0		rative provided flight deck	ļ
					to courier/sup	•	[
					communicatio	n operates normally.	I
		D	_	0	May be inope	rative provided procedures	I
					do not require		ĺ
							'
b)	Courier/Supernumerary	D	-	1			ļ
		D		0	May be increa	rative provided	
		וט	-	U		numerary compartment	l I
					remains unoc		

U.S. DEPART	MENT OF TRANSPORTA	TION				
FEDERAL AV	VIATION ADMINISTRATIO	M			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:			VISIO	ON N	O. 19 PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018 23-7	
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. [BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3.1	4. REMARKS OR EXCEPTIONS	
23. COMMUN	NICATIONS		<u> </u>		4. NEW WING ON EXCENTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
44-3	Alerting System (Audio/Visual)					
1)	Passenger Configuration					
а)	Flight Deck Call Visual Alerting System	В	1	0	May be inoperative provided: a) Audio alerting system operates normally, and b) Audio alerting system differentiates between normal and emergency calls.	
b)	Flight Deck Call Audio Alerting System	В	1	0	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.	j
с)	Flight Attendant Visual Alerting system	В	1	0	 (O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used. 	
					(Continued)	

	RTMENT OF TRANSPORT		N		MASTER MINIMUM EQUIPMENT	LIST
	AVIATION ADMINISTRATION					
AIRCRAFT:	ATR-72	RE			IO. 19 PAGE NO. 2/02/2018 23-8	
		ММ	FI T	ΆΒΙ	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
23. COMMU	INICATIONS				4. NEWAKKO OK EXCELLIONO	
Sequence No.	Item	1	2	3	4	Change
44-3	Alerting System (Audio/Visual) (Cont'd)			<u> </u>		Bar
1)	Passenger Configuration (Cont'd)					
C)	Flight Attendant Visual Alerting System (Cont'd)	В	1	0	(Continued) (O) May be inoperative provided: a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Nonessential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
					(Continued)	

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	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT I	LIST
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AIRCRAFT:	ATR-72	RE			NO. 19 PAGE NO. 23-9	
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15.50 (10.10 to 10.10 to 10.00 to 10.00		_			CATEGORY	
SYSTEM &					IBER INSTALLED	
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.				0000	4. REMARKS OR EXCEPTIONS	
23. COMMUI	NICATIONS	'			,	
Sequence No.	Item	1	2	3	4	Change Bar
44-3	Alerting System (Audio/Visual) (Cont'd)					
') 	Passenger Configuration (Cont'd)					
d)	Flight Attendant Audio Alerting System	В		0	 (O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used. 	
					(Continued)	ı

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	VIATION ADMINISTRATIO						
AIRCRAFT:	ATR-72	RE\			O. 19 2/02/2018	PAGE NO. 23-10	
		ММ	FI T	ΔΒΙ	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS	
		1	2	2	4		Change
Sequence No. 44-3 1)	Item Alerting System (Audio/Visual) (Cont'd) Passenger Configuration (Cont'd) Flight Attendant Audio Alerting System (Cont'd)	B	-	0	a) Visual norma b) Visual differer and en c) If affect is used detected lavator (visual operat d) Alternation contact establi NOTE 1: Pass System Essee Furn NOTE 2: Any functions	operative provided: alerting system operates lly, alerting system ntiates between normal nergency calls, eted audio alerting system d for lavatory smoke or alerting, an alternate ry smoke detector alert or audio) is installed and es normally, and ate procedures for eting flight attendants are shed and used. senger to Attendant Call em is considered Non- ential Equipment and ishing (NEF). audio alerting system tion(s) that operates hally may be used.	Change Bar
					(Continued)		I

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NC			MASTER MINIMOM EQUIPMENT LIS) [
	VISIO	ON N	NO. 19 PAGE NO.	
	DAT	E: 0	2/02/2018 23-11	
ММ	EL T	ABL	-E KEY	
1. [REPA	AIR (CATEGORY	
	2.1	MUŅ	IBER INSTALLED	
		3.1		
			4. REMARKS OR EXCEPTIONS	
		1		
1	2	3		ange Bar
В	1	0	May be inoperative provided the flight deck audio alerting system operates normally.	
D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
В	1	0	 (O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. 	
D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates normally may be used.	
В	1	0	 (O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. 	
D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates normally may be used.	
	MM 1. I	REVISION MMEL T 1. REP/ 2. 1	REVISION N DATE: 0	MASTER MINIMUM EQUIPMENT LISON REVISION NO. 19 DATE: 02/02/2018 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 1 2 3 4 D 1 0 May be inoperative provided the flight deck audio alerting system operates normally. D 1 0 May be inoperative provided: a) Courier/supernumerary compartment remains unoccupied. D 1 0 May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. D 1 0 May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates normally, and b) Alternate procedures are established and used. D 1 0 May be inoperative provided: a) Courier/supernumerary address system operates normally may be used. D 1 0 May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. D - 0 May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates

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					MASTER MINIMUM EQUIPMENT	LIST
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		MM	EL T	ABL	E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY	
SEQUENCE	ITEM		2. [BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. I	4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS				4. INEMARKO GIVEROEF FIGURE	
Sequence No.	Item	1	2	3	4	Change Bar
45-1	Mechanic Horn	С	1	0	May be inoperative provided: a) Aircraft is not left unattended with GPU powering aircraft electrical system, and b) Overboard extraction fan operates normally.	
50-1	Audio Selector Panels				Deleted, Revision 1.	
50-2	Headsets Earphones/Headphones	С	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
50-3	Flight Deck Speakers (Communications Function)	С	2	0	 (M) May be inoperative provided: a) Operative headsets are available to each flight deck crewmember, and b) Aural alert functions of both speakers operate normally. 	
51-4	Push to Talk Switches (PTT)	С	-	2	 (M) May be inoperative provided: a) Yoke mounted or audio panel PTT switch must operate normally at each pilot's station, and b) Inoperative switch is verified failed open or deactivated. 	
52-1	Radio Management System (RMS) (-600)	С	2	1	One may be inoperative provided: a) IESI is operative, b) VHF 1 is operative, c) VOR 1 is operative, and d) ILS 1 is operative.	

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VII/(TIGITY/EMILLIGITA/(TIG		VISIO	A NC	NO. 19 PAGE NO.	
	ATR-72		DAT	ΓE: 0	2/02/2018 23-13	
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SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
23. COMMUN	NICATIONS					
Sequence No.	Item	1	2	3	4	Change Bar
60-1	Boom Microphones					
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphones/Headphones	С	-	1	May be inoperative provided associated flight deck speakers operate normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	l I
70-1	Flight Deck Door Visual Surveillance Electric System (-600)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.	
		D	1	0	May be inoperative provided procedures do not require its use.	
71-1	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	I

AIRCRAFT:	VIATION ADMINISTRAT ATR-72				IO. 19 PAGE NO. 23-14	
	ATN-72	BABA				
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (LE KEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
81-1	Flight Deck Hand Microphones	С	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	
1) ***	Touchtone Type (DTMF)	С	-	0	May be inoperative provided associated boom microphone is operative.	
a) ***	Touchtone Keypad Functions (DTMF)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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	ATR-72				2/02/2018 24-1	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
24 ELECTD	ICAL POWER				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
		_				Bar
21-1	AC No.2 Inverter	В	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in day VMC only, b) Autopilot is not used below 1,000 feet AGL, and c) TLU manual mode operates normally. 	ı
21-2	AC INV FAULT Light Systems	С	2	0	 (M)(O) One or both may be inoperative provided: a) Associated inverter(s) is verified to operate normally before each departure, and b) Light(s) erroneously ON due to system failure is(are) deactivated. 	l
21-3	AC Bus Tie Contactor	В	1	0	(M) May be inoperative provided DC generation Bus Tie Contactor is considered inoperative, refer to item 32-2.	
21-4	AC BUS OFF Light Systems	С	2	0	(M) May be inoperative provided Light(s) erroneously ON due to system failure is(are) deactivated.	I
21-5	ACW External Power Connection System	С	1	0		
22-1	ACW GEN FAULT Light Systems	С	2	1	 (M)(O) One may be inoperative provided: a) ACW BUS OFF light systems operate normally, b) ACW BTC operates normally, and c) Light(s) erroneously ON due to system failure is(are) deactivated. 	

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MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:			REVISION NO. 19 PAGE NO.						
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MMEL TABLE KEY									
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
24. ELECTRICAL POWER									
Sequence No.	Item	1	2	3	4	Change Bar			
22-2	ACW BTC	В	1	0	(O) May be inoperative so that it remains open provided: a) All other components of both ACW systems operate normally, and b) Hydraulic X-FEED valve operates normally and is selected ON before takeoff and landing. 	1			
22-3	ACW BUS OFF Light Systems	С	2	0	(M) May be inoperative provided Light(s) erroneously ON due to system failure is(are) deactivated.				
22-4	ACW Generator Systems	В	2	1	 (O) One may be inoperative for day operations only provided: a) Airplane is not operated in known or forecast icing conditions, b) Airplane does not depart from or to an airport with wet or contaminated runways, c) DC Auxiliary hydraulic pump operates normally, d) Both ACW hydraulic pumps operate normally, e) All wheel brakes operate normally, f) Nose wheel steering operates normally, and g) AFM performance penalties are applied. NOTE: ACW Service BUS "SHED" light will be illuminated on FA panel. 				
22-5	ACW SHED Indicator (Flight Attendant's Panel or Forward Cargo/Crew Door panel, STC ST01189WI)	С	1	0					
22-6	ACW Service Bus	С	1	0	May be inoperative provided switch remains OFF. NOTE: Switch on F/A or Forward Cargo/Crew Door, STC ST01189WI.				

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MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION										
AIRCRAFT:					O. 19 PAGE NO.					
	ATR-72		DAT	E: 0	2/02/2018 24-3					
MMEL TABLE KEY										
SYSTEM &		1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED							
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH					
NO.				\$5500 to	4. REMARKS OR EXCEPTIONS					
24. ELECTRICAL POWER										
Sequence No.	Item	1	2	3	4 Change Bar					
30-1	DC Generator				J					
1)	(-500)	A	2	1	 (M)(O) May be inoperative provided: a) TRU is checked operative prior to each departure, b) Single engine taxi is not conducted, c) Operative DC GEN is on line at least 6 minutes prior to departure, and d) Repairs are made within 2 flight days. 					
2)	(-600) and Standard 1	Α	2	1	 (M)(O) May be inoperative provided: a) Autopilot and Yaw Damper are deactivated, b) TRU is checked operative prior to each departure, c) Single engine taxi is not conducted, d) Aircraft does not line up until 6 minutes elapsed after operative generator comes on line, and e) Repairs are made within 2 flight days. 					
3)	(-600) Standard 2 and/or 3 (With Mod. 06977 and/or 7474 Incorporated)	A	2	1	 (M) May be inoperative provided: a) TRU is checked operative prior to each departure, b) Single engine taxi is not conducted, c) Aircraft does not line up until 6 minutes elapsed after operative generator comes on line, d) Operations are conducted in accordance with AFM AFCS limitations, and e) Repairs are made within 2 flight days. 					
30-2 ***	Transfer Rectifier Unit (TRU)	С	1	0						

AIRCRAFT:	VIATION ADMINISTRATION ATR-72		_	_	O. 19 PAGE NO. 2/02/2018	24-4	
	ATIN-12	BABA				24-4	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR 4. REMARKS OR EXCEP		
Sequence No.	Item	1	2	3	4		Change
32-1	DC GEN FAULT Light Systems	C	2	1	(M) May be inoperative pro a) DC BTC system is a operate normally be departure, and b) Light(s) erroneously system failure is (are deactivated.	verified to efore each	Bar
32-2	DC generation Bus Tie Contactor (BTC)	В	1	0	 (M)(O) May be inoperative position provided: a) Both DC generator operative, b) DC BUS OFF lights operative, c) Both inverters are of the control of t	channels are are operative, and erative and is takeoff, then and	
32-3	DC SVCE and UTLY BUS Control System	С	1	0	May be inoperative provide remains OFF.	ed switch	
32-4	DC BUS OFF Lights	С	2	0	(M) May be inoperative pro erroneously ON due to sys is(are) deactivated.		
32-5	DC SHED Indicator (Flight Attendant's Panel)	С	1	0			
46-1	DC External Power System	С	1	0			
69-1	DC AMP Indicator (Left-Hand Panel) (-600)	С	1	0			

	VIATION ADMINISTRATION							
AIRCRAFT:	ATR-72	RE			NO. 19 PAGE NO. 12/02/2018 25-1			
		ММ			-E KEY			
	ITEM ENT/FURNISHINGS		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2		4 Chang Bar			
11-0	Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA Inspector for the performance of official duties, and b) Repairs are made within 2 flight days.			
		A	1	0	 May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to the FAA Inspector for performance of official duties, and c) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of the seat by an FAA Inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat. 			
12-1	Flightcrew Seat				coccepy and observer coat.			
1)	Vertical Adjustment	A	1	0	 (M) May be inoperative provided: a) Seat position is acceptable to affected crewmember, b) Fore/Aft adjustment operates normally, and c) Repairs are made within 3 flight days. (Continued)			

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	VIATION ADMINISTRATIO						
AIRCRAFT:	ATR-72	RE'			IO. 19 2/02/2018	PAGE NO. 25-2	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUŅ		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS	<u>'</u>		<u>, </u>			
Sequence No.	Item	1	2	3	4		Change Bar
12-1	Flightcrew Seat (Cont'd)						
2)	Recline	A	-	0	a) Seat is crewm	rative provided: s acceptable to affected nember, and rs are made within t days.	
3) ***	Lumbar and Thigh Supports	A	-	0	a) Seat is crewm	rative provided: s acceptable to affected nember, and rs are made within t days.	
4)	Armrest	A	-	0	a) Associ or sec positio	operative provided: iated armrest is removed ured in the stowed on, and rs are made within t days.	
20-1	Overhead Storage Bins(s)/Cabin and Galley Storage Compartments/Closets	С	-	-	a) Proced secure compa CLOS b) Affecte closet "DO N c) Any er located is cons d) Affecte closet any ite perma	operative provided: dures are established to e the affected bin, artment, or closet in the ED position, ed bin, compartment, or is prominently placarded OT USE", mergency equipment d in affected compartment sidered inoperative, and ed bin, compartment, or is not used for storage of ems except for those mently affixed. Verhead bins, if no ons are installed, the entire ead bin is considered eative.	
					(Continued)		I

U.S. DEPART	MENT OF TRANSPORTA	OITA	N		MACTE		10T
FEDERAL AVI	IATION ADMINISTRATIO	N			MASIE	R MINIMUM EQUIPMENT I	_151
AIRCRAFT:					O. 19	PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018	25-3	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	FN	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
25. EQUIPMEI	NT/FURNISHINGS						
Sequence No.	tem	1	2	3	4		Change Bar
	Overhead Storage Bins(s)/Cabin and Galley Storage Compartments/Closets (Cont'd)	С		-	a) For no affected b) For refundoor is the return position c) Affected closet any iter perma d) Affected closet "DO N e) Proceed used to passed comparation of the partial entire consumption of the partial entir	e inoperative provided: in-retractable doors, ed door is removed, tractable doors, affected is removed or secured in racted (fully open) in, ed bin, compartment, or is not used for storage of ems except those nently affixed, ed bin, compartment, or is prominently placarded OT USE", dures are established and o alert crewmembers and ngers of inoperative bins, artments, or closets, and ngers are briefed that ed bin, compartment, or is not used. overhead bins, if no tions are installed, the e overhead bin is sidered inoperative. emergency equipment ted in the affected bin, partment, or closet manently affixed) is lable for use.	

### PEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 19 DATE: 02/02/2018 PAGE NO. 25-4	U.S. DEPART	MENT OF TRANSPORTA	TION				
ATR-72 REVISION NO. 19	EEDEDALA	VIATION ADMINISTRATIO	NI.			MASTER MINIMUM EQUIPMENT	LIST
ATR-72 DATE: 02/02/2018 25-4		VIATION ADMINISTRATIC		VISIO	A NC	IO. 19 PAGE NO.	
SYSTEM & SEQUENCE ITEM NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 21-1 Flight Attendant Seat Assembly 1) Flight Attendant Seat Assembly A 1 0 (M)(O) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant seat or the passenger seat most are cessible to the inoperative seat occupies either an adjacent flight attendant seat or the passenger seat most accessible to the inoperative seat so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within 2 flight days. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.		ATR-72					
SEQUENCE NO. 2. EQUIPMENT/FURNISHINGS Sequence No. Item 1 1 2 3 4			ММ	EL T	ABL	E KEY	
SEQUENCE ITEM NO. S. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	CVCTEM		_				
Sequence No. Item 1 2 3 4 Compared to the comp		ITEM		2.1	MUŅ	BER INSTALLED	
1. REMARKS OR EXCEPTIONS 1. 1. 2. 3. 4. 3. 4. 3. 3. 4. 3. 3		I I LIVI			3.1		
Sequence No. Nem	20002000					4. REMARKS OR EXCEPTIONS	
21-1 Flight Attendant Seat Assembly 1) Flight Attendant Seat Assembly A 1 0 (M)(O) May be inoperative provided: a) Affected seat position or seat assembly is not occupied. b) Flight attendant displaced by inoperative seat occupies either an adjacent flight attendant seat or the passenger seat most accessible to the inoperative seat occupies are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within 2 flight days. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.			1 4		_	I.	Change
*** Assembly 1) Flight Attendant Seat Assembly A 1 0 (M)(O) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant displaced by inoperative seat occupies either an adjacent flight attendant seat or the passenger seat most accessible to the inoperative seat so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within 2 flight days. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	_		1	2	3	4	
Assembly a) Affected seat position or seat assembly is not occupied, b) Flight attendant displaced by inoperative seat occupies either an adjacent flight attendant seat or the passenger seat most accessible to the inoperative seat so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within 2 flight days. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.							
ı I I I (Conunuea)	1)		A	1	0	 a) Affected seat position or seat assembly is not occupied, b) Flight attendant displaced by inoperative seat occupies either an adjacent flight attendant seat or the passenger seat most accessible to the inoperative seat so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within 2 flight days. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered 	

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	VIATION ADMINISTRATIO						
AIRCRAFT:	ATR-72	RE'			IO. 19 2/02/2018	PAGE NO. 25-5	
		ММ	FI T	ΔRI	E KEY		
10-70-70-00-00-00-00-00-00-00-00-00-00-00					CATEGORY		
SYSTEM &					BER INSTALL	FD	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS				1.112.113 (1110	OI (EXCEL HOLL)	
Sequence No.	Item	1	2	3	4		Change Bar
21-1	Flight Attendant Seat						Dai
21-1	Flight Attendant Seat Assembly (Cont'd)						
1)	Flight Attendant Seat Assembly (Cont'd)	D	1	0	flight Indivoper seat local seat to expect to	above provisos apply to tattendant seats. Vidual operators, when rating with inoperative s, will consider the tions and combinations of s to ensure that proximity with sand distribution irements of the applicable of the applicab	

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ATR-72 REVISION NO. 19 DATE: 02/02/2018 PAGE NO. 25-6	FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT L	.151
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS Sequence No. Item 1 2 3 4								
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Sequence No. Item 1 2 3 4		ATR-72		DAT	E: 0	2/02/2018	25-6	
SEQUENCE NO. 25. EQUIPMENT/FURNISHINGS Sequence No. Item								
SEQUENCE NO. 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Sequence No. Item 1 2 3 4 Cities Assembly (Single or Dual Position) 1) Required Attendant Seat Assembly (Single or Dual Position) 1) Required Attendant Seats 8 (M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(sighalzed by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered			1. 1				FD	
25. EQUIPMENT/FURNISHINGS Sequence No. Item 1 2 3 4 Color Research Assembly (Single or Dual Position) 1) Required Attendant Seat Assembly (Single or Dual Position) 1) Required Attendant Seat Assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) oc as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered		ITEM		2.1				
Sequence No. Item	NO.				G3 1			
21-2 Flight Attendant Seat Assembly (Single or Dual Position) 1) Required Attendant Seats B (M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered	25. EQUIPMI	ENT/FURNISHINGS						
Assembly (Single or Dual Position) 1) Required Attendant Seats (M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered		Item	1	2	3	4		Change Bar
*** Seats (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered	21-2	Assembly						I
(Continued)			В	-		(dual position) provided: a) Affects assembly Flight inoper either seat of is most inoper effective duties, c) Alternates establic publish manual d) Folding autom retract e) Passe attend FLIGH NOTE 1: An awill reconstitution of systems inoper systems inoper systems inoper effective duties, c) Alternates establic publish manual d) Folding autom retract e) Passe attend FLIGH NOTE 1: An awill reconstitution of the systems inoper effective duties, c) Alternates establic publish manual d) Folding autom retract e) Passe attend FLIGH NOTE 1: An awill reconstitution of the systems in the sys	ed seat position or seat ably is not occupied, attendant(s) displaced by rative seat(s) occupies an adjacent flight attendant or the passenger seat which at accessible to the rative seat(s) so as to most evely perform assigned, attended and used as the and used as the in crewmember als, go type seat stows attically or is secured in the rational and real assigned of the real assigned to flight and is placarded "FOR ATTENDANT ONLY". The automatic folding seat that the stown automatically is sidered inoperative. The automatic folding restraint em is considered	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MACTE		LIOT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 19	PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018	25-7	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	En	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				(T) (1)		OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4		Change Bar
21-2	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)						ı
1) ***	Required Attendant Seats (Cont'd)						
					oper seat locar seat to ex requ 14 C NOTE 4: If on asse flight the a	vidual operators, when rating with inoperative s, will consider the tions and combinations of s to ensure that proximity wits and distribution irements of the applicable CFR are met. e side of a dual seat embly is inoperative and a trattendant is displaced to adjacent seat, the adjacent must operate normally.	
2)	Excess Flight Attendant Seats	С	-	-	a) Affecte assem b) Folding autom retract NOTE 1: An a will r cons NOTE 2: A se inop	operative provided: ed seat position or seat ably is not occupied, and g type seat stows atically or is secured in the ed position. automatic folding seat that not stow automatically is sidered inoperative. eat position with an erative or missing restraint em is considered erative.	
3)	All-Cargo Configuration	D	-	-		rative provided affected ssembly is not occupied.	

U.S. DEPAR	TMENT OF TRANSPORT	TATIOI	N		
FEDERAL A	VIATION ADMINISTRATI	ION			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATI		VISIO	N NC	NO. 19 PAGE NO.
	ATR-72		DAT	E: 0	25-8
-					LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.				0.	4. REMARKS OR EXCEPTIONS
25. EQUIPM	ENT/FURNISHINGS	,	<u>'</u>		
Sequence No.	Item	1	2	3	4 Change Bar
25-4	Underseat Baggage Restraining Bars	С	-	-	 (O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar.
30-1	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) is(are) blocked and placarded "DO NOT OCCUPY".
					NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.
					NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1)	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
L					(Continued)

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FEDERAL /	AVIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	ATR-72				NO. 19 PAGE NO. 25-9
	AIR-72				
		_			LE KEY CATEGORY
SYSTEM & SEQUENCE	ITEM	1.1		MUŅ	MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				3. 1	4. REMARKS OR EXCEPTIONS
25. EQUIPN	IENT/FURNISHINGS				I I I I I I I I I I I I I I I I I I I
Sequence No.	Item	1	2	3	4 Change Bar
30-1	Passenger Seat(s) (Cont'd)				
2)	Armrest				
a	Armrest with Recline Mechanism	D	-	-	 (M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
b	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to main aircraft aisle.
3)	All-Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.
30-2	FASTEN SEAT BELT WHILE SEATED Signs or Placards	С	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
36-1 ***	Nonessential Equipment and Furnishings (NEF)		-	-	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays
					are not considered convenience items.

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATION	NC			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINIOTRATIC		VISIO	N NC	IO. 19 PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018 25-10	
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Change Bar
40-1	Exterior Lavatory Door Ashtray	Α	-	0	May be missing provided it is replaced within 3 calendar-days.	
40-2	Interior Lavatory Door Ashtray	A	1	0	May be inoperative or missing provided: a) Lavatory fire extinguishing system is operative, and b) Repairs are made within 3 calendar days.	
52-1	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
		С	-	-	May be inoperative or missing provided cargo compartment remains empty.	
56-1	Sunvisors	С	-	0		
64-1	Emergency Medical Equipment					
1)	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	 (O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO ATR-72				O. 19 PAGE NO. 2/02/2018 25-11	
	ATN-72	BABA				
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM	.E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	1
	ENT/FURNISHINGS	1	2	3	4	Change
Sequence No. 64-1	Emergency Medical Equipment (Cont'd)	'	2	3	*	Bar
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	 (O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner the will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 	hat
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, inoperative.	or
3)	Automated External Defibrillators (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner the will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	nat
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, inoperative.	or
64-2	Flotation Equipment for Crew and Passenger	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing].
64-3	Crash Axes or Crowbars	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing	j.

U.S. DEPART	TMENT OF TRANSPORTA	ATION			MASTER MINIMUM EQUIPMENT LIST				
FEDERAL A	VIATION ADMINISTRATI	ON			W. C. E. MINIMONI E GOIL MENT EIGT				
AIRCRAFT:	ATR-72				NO. 19 PAGE NO. 02/02/2018 25-12				
		ММ	EL T	ABL	LE KEY				
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
25. EQUIPM	ENT/FURNISHINGS			1					
Sequence No.	Item	1	2	3	4 Change Bar				
65-1	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.				
66-1	Emergency Locator Transmitters (ELT)								
1)	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.				
2)	Fixed ELTs	A	-	0	(M) May be inoperative provided:a) System is deactivated, andb) Repairs are made within90 days.				
		A	-	0	May be missing provided repairs are made within 90 days.				
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.				
		D	-	-	Any in excess of those required by 14 CFR may be missing.				
77-1	Cabin Emergency Flashlight(s)	C	-	0	May be inoperative or missing provided crewmember in affected position has an equivalent operating flashlight readily available.				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
	VIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATION		VISIO	A NC	IO. 19 PAGE NO.
	ATR-72			_	2/02/2018 26-1
					LE KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
26. FIRE PR	OTECTION				4. KLIMAKKS OK EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
12-1	Engine Fire Detection	С	4	2	One loop on each engine system may
	Systems (Loops)		•	_	be inoperative provided the affected loop(s) is selected OFF.
12-2	FUEL SO Lights	С	2	0	(O) May be inoperative provided
	(In Condition Levers)				alternate procedures are established and used.
12-3	#2 Engine NAC Overheat System	С	1	0	May be inoperative provided Hotel mode operation is restricted to 10 knot tailwind
	Overnout Cystom				maximum.
12-4 ***	#1 Engine NAC Overheat System	С	1	0	
15-1	Forward Cargo Compartment Smoke Detection System (Passenger Configuration)	С	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
1)	Dual Detector System	С	2	1	(M) May be inoperative provided cargo compartment contains no smoke curtains, or smoke curtains remain in the open position throughout the flight.
		С	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

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AIRCRAFT:	ATR-72	KE			2/02/2018 PAGE NO. 26-2	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATO 4. REMARKS OR EXCEPTIONS				
26. FIRE PR	OTECTION					
Sequence No.	Item	1	2	3	4	Chang Bar
15-2	Aft Cargo Compartment Smoke Detection System (Passenger Configuration)	С	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
15-3	FWD COMPT Agent DISCH Light	С	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
15-4	FWD Cargo Extinguisher System	С	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:				_	IO. 19	PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018	26-3	
		_			E KEY		
SYSTEM &		1. H			CATEGORY BER INSTALL	ED	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
26. FIRE PR	OTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
15-5 ***	FWD/AFT AUX Cargo Compartment (Class C) Agent DISCH Light	С	1	0	procedures ar ensure the as remains empt only empty ca ballast (ballas and/or Fly Aw	•	I
					which inclusi	tor MELs must define items are approved for on in the Fly Away Kits hich materials can be used last.	
15-6 ***	FWD/AFT AUX Cargo Compartment (Class C) Extinguisher System	С	1	0	procedures ar ensure the as remains empt only empty ca	operative provided re established and used to sociated compartment by or is verified to contain argo handling equipment, at may be loaded in ULDs), any Kits.	I
					which inclusi	itor MELs must define items are approved for on in the Fly Away Kits hich materials can be used last.	
15-7	FWD Cargo Compartment (Class C) Smoke Detection Fans	С	2	0	the remaining	be inoperative provided fan is checked for normal ore each departure.	
	except (-600)				which inclusi	itor MELs must define items are approved for on in the Fly Away Kits hich materials can be used last.	l

FEDERAL AV AIRCRAFT:	/IATION ADMINISTRATIO ATR-72				MASTER MINIMUM EQUIPMENT	LIST
	ATR-72	17	VISIO	ON N	IO. 19 PAGE NO.	
					2/02/2018 26-4	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.		NUMBER REQUIRED FOR DISPATCH A. REMARKS OR EXCEPTIONS				
26. FIRE PRO	TECTION				4. KLMAKKS OK EXCEPTIONS	
	Item	1	2	3	4	Change
15-8		С	2	0	(O) May be inoperative provided	Bar
13-6 ***	FWD/AFT AUX Cargo Compartment (Class C) Smoke Detection System		2	U	procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	l
15-9	Cargo Compartment Smoke Detection System (Cargo Configuration STC ST01189WI)	С	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
1)	Smoke Detectors	С	10	0	May be inoperative provided Smoke Detection System is considered inoperative.	
		В	10	9	One may be inoperative.	
2)	Smoke Detection Panel (SDP)	С	1	0	May be inoperative provided Smoke Detection System is considered inoperative.	
a)	Warning Lights	В	10	9	One may be inoperative.	
					(Continued)	ı

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U.S. DEPAR	INENT OF TRANSPORTA	XI IOI	V		MASTE	R MINIMUM EQUIPMENT L	IST
FEDERAL AV	/IATION ADMINISTRATIO						
AIRCRAFT:	ATD 70	RE\			O. 19	PAGE NO.	
	ATR-72		DAI	E: 0	2/02/2018	26-5	
		_			E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALL	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
26. FIRE PRO	OTECTION				1		
Sequence No.	Item	1	2	3	4		Change Bar
15-9	Cargo Compartment						
	Smoke Detection						
	System						
	(Cargo Configuration STC ST01189WI)						
	(Cont'd)						
2)	Cmake Detection Don-1						
2)	Smoke Detection Panel (SDP)						
	(Cont'd)						
	,	_	_	_			
b)	Test Function	С	1	0		rative provided Smoke stem is considered	
					inoperative.	item is considered	
		В	1	0		e inoperative provided	
						edures of determining bke detector operation are	
					established ar		
47.4							
17-1	Lavatory Smoke Detection System						
	Detection dystem						
1)	Passenger	С	-	-	` ' ' '	ch lavatory, the lavatory	
	Configuration				smoke detecti inoperative pr	ion system may be	1
						ovided. ory waste receptacle is	ı
					empty		
						ory door is locked CLOSED	
						acarded "INOPERATIVE - OT ENTER", and	
						ory is used by crewmembers	
					only.	,	
					NOTE: Those	province are not intended to	
						provisos are not intended to it lavatory use or inspections	
					•	wmembers.	
					A	of these we will all 44.055	,
		D	-	-	Any in excess may be inope	of those required by 14 CFF	<
					indy be mope	141170	
2)	Cargo Configurations	D	-	0			

AIRCRAFT:	VIATION ADMINISTRATION				O. 19 PAGE NO.	
	ATR-72				2/02/2018 26-6	
					E KEY	
SYSTEM & EQUENCE	ITEM	1. [CATEGORY BER INSTALLED	
NO.	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH	
1010000000					4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION					T 01:
Sequence No.	Item	1	2	3	4	Chan Bar
18-1	Lavatory Smoke Fans	С	2	1	(O) One may be inoperative provided the remaining fan is checked and operates normally before each departure.	
		С	2	0	(O) May be inoperative if the lavatory is considered inoperative and door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER".	I
					NOTE: This proviso is not intended to prohibit lavatory use or inspections by crewmembers.	
21-1	AGENT DISCH Lights (Engine)	С	4	2	 (M) May be inoperative provided: a) Inoperative lights are not on the same fire extinguisher bottle, b) Adequate bottle pressure is verified once each flight day, and c) Light(s) erroneously ON due to system failure is(are) deactivated. 	
:5-1	Portable Fire Extinguishers	D	-	-	 (M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. 	I

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	ATR-72				2/02/2018 26-7	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (NUM	LE KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
27-1	Lavatory Fire Extinguisher System					Dai
1) Passenger Configuration	С	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.		
		С	-	0	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used by crewmembers only.	
					NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		D	-	0	Any in excess of that required for 14 CFR may be inoperative.	
2)	Cargo Configuration	D	-	0		
67-1 ***	Emergency Vision Assurance System (EVAS) (STC ST00892LA)	D	-	0	May be inoperative provided procedures do not require its use.	
		С	-	0	May be inoperative provided alternate procedures are established and used.	

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		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
27. FLIGHT	CONTROLS			,		
Sequence No.	Item	1	2	3	4	Change Bar
15-1	Roll Trim Position Indicator	С	1	0	Deleted, Revision 2. Reference AD-T9424-51.	
20-1	Rudder Damper	С	1	0	 (O) May be inoperative provided: a) Maximum crosswind does not exceed 15 knots, b) Maximum total wind velocity does not exceed 30 knots, and c) Nosewheel steering operates normally. 	
20-2	Rudder Releasable Centering Unit	С	1	0	(O) May be inoperative provided Yaw Damper operates normally and is used throughout the flight.	
		A	1	0	 (O) May be inoperative provided: a) One pilot monitors rudder with feet on pedals, and b) Repairs are made within two flight legs. 	
23-1	Travel Limit Unit (TLU)					
1)	Automatic Mode	С	1	0	(M) May be inoperative provided manual mode operates normally.	
2)	High Speed Mode	С	1	0	(O) High speed function may be inoperative provided airspeed is limited to 185 KIAS or less.	
23-2	TLU FAULT Light	С	1	0	(O) May be inoperative provided: a) Aural alert is verified to operate normally prior to each departure, and b) MAN MODE is used.	
25-1	Yaw Trim Position Indicator	A	1	0	 (M) May be inoperative provided: a) Rudder tab is visually verified in neutral position before each departure, b) Aircraft is retrimmed in flight prior to engaging Yaw Damper or Autopilot, and c) Repairs are made within 3 flight days. 	

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	ATR-72								
		_			E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. 1		MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
27. FLIGHT	CONTROLS								
Sequence No.	Item	1	2	3	4	Chang Bar			
32-1	Control Wheel Trim Switch Systems	В	2	1	(O) Copilot's may be inoperative provided the pitch trim system operates normally using the pilot's control wheel trim switch.				
32-2	Standby Pitch Trim (-600)	С	1	0	May be inoperative provided both pitch and trim rocking levers are operative.				
36-1	Stall Warning (Stick Shaker Only)								
1)	Stall Warning Channels	A	2	1	 (O) One channel may be inoperative provided: a) The remaining channel operates normally, and b) Repairs are made within 2 flight days. 				
37-1	Pitch Elevators Coupling System	A	1	0	 (M) May be inoperative provided: a) Operations are conducted in compliance with applicable AFM, b) Operations are limited to one Ferry flight, and c) Steep Slope Approach is prohibited (greater than 4.5 degrees). 				
37-2	Elevators Clutch Reconditioning Device	A	1	0	 May be inoperative provided: a) PITCH DISC alert is displayed, b) Operations are conducted in compliance with applicable AFM, c) Operations are limited to one Ferry flight, and d) Steep Slope Approach is prohibited (greater than 4.5 degrees). 				
		D	1	0	 (M) May be inoperative provided: a) The elevator clutch reconditioning device is deactivated, and b) Steep Slope Approach is prohibited (greater than 4.5 degrees). 				

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			-		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	AVIATION ADMINISTRATIO		VISIO	A NC	IO. 19 PAGE NO.					
, (3) (7) (1)	ATR-72	``_		_	2/02/2018 27-3					
		ММ	EL T	ABL	E KEY					
SYSTEM &		1. F	1. REPAIR CATEGORY							
SEQUENCE	ITEM		2.1		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH					
NO.				3. 1	4. REMARKS OR EXCEPTIONS					
27. FLIGHT	CONTROLS									
Sequence No.	Item	1	2	3	4 Change Bar					
55-1	Flap Position Indicator	A	1	0	 (O) May be inoperative provided: a) External Flap Position placards are installed, b) Correct takeoff flap position is visually verified before each takeoff, c) Operation Take Off Configuration Warning is verified before each takeoff, and d) Repairs are made within 2 flight days. 					
61-1	Spoiler Control System	В	1	0	 (M)(O) May be inoperative provided: a) Spoilers are secured in the retracted position, and b) AFM performance penalties are applied. 					
61-2	Spoiler Position Indicators	С	2	0	(O) May be inoperative provided both spoilers are checked to operate normally before each departure.					
		В	2	0	(M)(O) May be inoperative provided Spoiler Control System is considered inoperative. NOTE: Not required for an inoperative spoiler control system.					
70-1	Gust Lock System	С	1	0	(M)(O) May be inoperative provided an alternate method of securing or protecting the flight controls is utilized.					
71-1	Flight Controls Maintenance Panel Controls and Indicators	С	-	0	(M) May be inoperative provided proper FLAP operation is verified by alternate procedures.					

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SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATO 4. REMARKS OR EXCEPTIONS				
28. FUEL					4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chan Bar
21-1	FEED LO PR Light						Баг
1)	except (-600)	В	2	1	provided: a) All ass normal b) Light(s system deactive	ay be inoperative ociated alert(s) operate lly,) erroneously ON due to n failure is(are) vated, and ated pump is operative.	
21-2	Electric Pumps	С	2	1	provided: a) X-FEE b) Both je c) Inopera circuit d) Fuel pu normal ON, ex	ay be inoperative D valve operates normally, et pumps operate normally, ative electric pump control is secured open, and ump switch operates lly and remains selected accept as required for I and abnormal operations.	I
21-3	PUMP RUN Light Systems	С	2	0	provided: a) Associoperate departe b) X-FEE c) Associoperate d) Associoperate selecte for normoperate e) Light(s	D valve operates normally, ated FEED LO PR light es normally, ated fuel pump switch es normally and is ed ON, except as required mal and abnormal ions, and e) erroneously ON due to a failure is(are)	ı
21-4	Jet Pump Systems (Engine Fuel System)	С	2	1	a) Both e normal	noperative provided: lectric pumps operate lly, and D operates normally.	I

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 19	PAGE NO.	
	ATR-72				2/02/2018	28-2	
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. 1		MUŅ		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
28. FUEL							
Sequence No.	Item	1	2	3	4		Chang Bar
21-5	Feeder Tank Jet Pump	С	2	1	a) Fuel X b) Both a are op c) Both fi systen d) Unusa tank m	be inoperative provided: A FEED valve is operative, associated electrical pumps perative, uel quantity indication as are operative, and able Fuel quantity in each pust be raised from 44 lbs to 130 kg/287 lbs	
23-1	X-FEED Indication (Flow Bar)	С	1	0		operative provided is verified CLOSED leparture.	
23-2	FUEL X-FEED Memo Light except (-600)	С	1	0			1
23-3	X-FEED VALVE	С	1	0	a) X FEE	operative provided: ED valve is verified in ED position, and uel quantity indications are ive.	
25-1	Refueling Control Panel	С	1	0	May be inope fueling is not	rative provided pressure used.	I
		С	1	0	manual mode	operative provided a pressure fueling established and used.	
						ling valve switches may be provided they function lly.	
25-2	Refueling Panel Quantity Repeater System except (-600)	С	2	0	• •	operative provided el quantity indicator in the tes normally.	1
		С	2	0		operative provided fuel sociated tank(s) is verified e procedure.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO					
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		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL						101
Sequence No.	Item	1	2	3	4	Change Bar
25-3	Pressure Refueling Cap	A	1	0	 (M) May be inoperative provided: a) Refuel valves are confirmed CLOSED, b) There is no leakage from the refuel coupling, and c) Operations are limited to no more than 3 calendar-days. 	1
25-4	Refueling Control Panel Door Indication on SD Cabin Page (-600)	С	-	0	 (M)(O) May be inoperative provided: a) Refueling Control Panel Door is checked CLOSED before each flight, and b) Refueling Control panel is deactivated after each refueling operation. 	
25-5	Refueling Control Panel Preselected Quantity (-600)	С	1	0	(M)(O) May be inoperative provided manual refueling is performed. NOTE: Maximum certified fuel unbalance must never exceed 730 kg (1,609 lbs).	
25-6	Refueling Control Panel Fuel Preselector (-600)	С	1	0	(M)(O) May be inoperative provided manual refueling is performed.	
26-1	LP VALVE Position Lights	С	2	0	(M) May be inoperative provided Light(s) erroneously ON due to system failure is(are) deactivated.	
41-1	Fuel Tank Temperature Indicator	С	1	0	(O) May be inoperative provided aircraft is flown at an OAT that is at least 4 degrees above the freezing point of the fuel on board.	

	VIATION ADMINISTRATIO		/101/	701.0	O 10	DACENO	
AIRCRAFT:	ATR-72	KE			O. 19 2/02/2018	PAGE NO. 28-4	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUŅ		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
42-1	Fuel Quantity Indicators	C	2	1	(M)(O) One m provided: a) Fuel q is verif alterna b) Associ indicat c) Oppos systen d) Associ Repea	nay be inoperative uantity in associated tank fied at each refueling by an ate procedure, iated Fuel Flow/Fuel Used for operates normally, site tank low level warning in operates normally, and iated Fuel Quantity ater is considered ative and not used.	Ваг
42-2	FUEL Low Level Lights except (-600)	С	2	0		operative provided Light(s) DN due to system failure vated.	I
42-3	FUEL LO LVL Alert (-600)	В	2	1	provided: a) Associon operation ope	site side fuel LO LVL alert cked operative, site side fuel quantity tion is operative, and iated tank fuel quantity is ed using manual etic) indicators after each	
42-4	Fuel Quantity Test System except (-600)	С	1	0			
43-1	Fuel Level Sticks	С	4	0			

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	ATR-72				2/02/2018 29-1	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUŅ	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	JLIC POWER				Ta	Change
Sequence No.	Item	1	2	3		Bar
11-1	ACW Driven Pumps	С	2	1	One may be inoperative provided: a) X-FEED valve is open, b) ACW BTC operates normally, c) DC AUX pump operates normally, and d) Both ACW generator systems operate normally.	I
11-2	DC AUX Pump	С	1	0	May be inoperative provided the following are checked before each departure: a) Both ACW driven pumps operate normally, b) Hydraulic X-FEED valve operates normally, c) Both ACW generator systems operate normally, and d) Wheels are chocked until ACW BUS is powered.	I
21-1	X-FEED Valve	С	1	0	(O) May be inoperative so as to remain CLOSED provided both ACW driven pumps operate normally.	I
31-1	LO LVL Light Systems	С	2	1	 (M) One may be inoperative provided: a) Hydraulic fluid quantity is verified adequate before each departure, b) X-FEED valve is CLOSED and placarded "DO NOT USE DURING FLIGHT", and c) Light(s) erroneously ON due to system failure is(are) deactivated. 	I
32-1	LO PR Light Systems	С	2	1	 (M) One may be inoperative provided: a) Associated hydraulic system pressure indication operates normally, and b) Light(s) erroneously ON due to system failure is(are) deactivated. 	

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	•			
AIRCRAFT:					NO. 19 PAGE NO.				
	ATR-72		DAT	E: 0	02/02/2018 29-2				
		_			LE KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		MBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				3. 1	4. REMARKS OR EXCEPTIONS				
29. HYDRAULIC POWER									
Sequence No.	Item	1	2	3	4 Chan				
32-2	Flight Deck Pressure Gauges except (-600)								
1)	System	С	2	1	One may be inoperative provided the associated LO PR light operates normally.				
2)	Brake Accumulator	С	1	0	 (M) May be inoperative provided: a) Accumulator pressure gauge in hydraulic bay operates normally, and b) Accumulator pressure is verified adequate before each departure. 				
32-3	Pressure Indication on SD Page (-600)								
1)	HYD SYS	С	2	0	One or both may be inoperative provided the associated LO PR alert is operative.				
2)	BRAKE ACCU	С	1	0	May be inoperative provided the brake accumulator pressure is checked on the hydraulic bay indication prior to each flight.				
32-4	Accumulators Pressure Indicator (Hydraulic Bay)	С	3	0					
33-1	OVHT Light Systems	С	2	1	 (M) May be inoperative provided: a) The associated ACW driven pump is considered inoperative and is not used, and b) Light(s) erroneously ON due to system failure is(are) deactivated. 				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT I	LIST
AIRCRAFT:					NO. 19 PAGE NO.	
	ATR-72				2/02/2018 29-3	
					LE KEY CATEGORY	
SYSTEM &	ITEN 4	١			IBER INSTALLED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH	
8000000000	U IO DOWED				4. REMARKS OR EXCEPTIONS	
29. HYDRAU Sequence No.	Item	1	2	3	4	Change
33-2	OVHT Light DC AUX	C	1	0	(M)(O) May be inoperative provided:	Bar
33°E	Hydraulic Pump				a) Both ACW driven pumps operate normally, b) X-FEED valve operates normally, c) Both ACW generator systems operate normally, d) Associated AUX hydraulic pump is considered inoperative, e) Both EECs operate normally, f) Light(s) erroneously ON due to system failure is(are) deactivated, and g) Wheels are chocked until ACW BUS is powered.	
70-1	BRAKE ACCU HYD Maintenance Panel Controls and Indicators (-600)	D	1	0		

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					E KEY	
SYSTEM &		1. H	$\overline{}$		CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.				5030	4. REMARKS OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION					
Sequence No.	Item	1	2	3	4	Char Ba
11-1	Deice Valves	В	2	0	(O) May be inoperative CLOSED provided the airplane is not operated in known or forecast icing conditions.	
11-2	Airframe DE ICING System	В	1	0	(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.	
11-4	DE ICING Mode Selector					
1)	Manual	С	1	0	(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.	
		С	1	0	(O) May be inoperative provided AUTO MODE operates normally.	
2) ***	Automatic	С	1	0	May be inoperative provided MAN MODE operates normally.	
11-5	AIRFRAME Airbleed FAULT Light System	В	1	0	 (M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure is(are) deactivated. 	
11-6	DE ICE ON Memo Light except (-600)	С	1	0		I
11-7	DE ICING OVRD System	A	1	0	May be inoperative provided: a) All other DE ICING system functions operate normally, b) All MFC channels operate normally, and c) Repairs are made within 2 flight days.	
21-1	Engine Anti-Icing Systems	С	2	1	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	

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		_			LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. 1		PAIR CATEGORY . NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
30. ICE AND	RAIN PROTECTION					
Sequence No.	Item	1	2	3	4	Chan
21-2	Engine/Airframe FAULT Light Systems	В	3	0	 (M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure is(are) deactivated. 	
30-1	Pitot Heater Systems	В	3	2	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
30-2	Static Heater Systems	В	6	5	(M) One may be inoperative provided the standby static system heaters operate normally.	
		В	6	0	 (O) May be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) Neither taxiway nor runway is covered with standing water or slush. 	
31-1	TAT Heater System	В	2	1	 (O) One may be inoperative provided: a) ADC associated with valid probe is selected, and b) FDAU indicated torque values are to be cross-checked against table values. 	
31-2	PITOT Fault Light Systems (Capt. and F/O)	В	2	1	 (M)(O) Captain's or First Officer's light may be inoperative provided: a) The heater element operates normally, b) The airplane is not operated in known or forecast icing conditions, and c) Light(s) erroneously ON due to system failure is(are) deactivated. 	

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AINONAI I.	ATR-72				2/02/2018 30-3	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	RAIN PROTECTION	ı	ı	ı		Chang
Sequence No.	Item	1	2	3	4	Chang Bar
31-3	Standby PITOT, TAT, ALPHA Fault Light Systems	В	4	0	 (M)(O) May be inoperative provided: a) Associated heater elements operate normally before departure, and b) Light(s) erroneously ON due to system failure is(are) deactivated. 	
53-1	Horn Anti-Icing Systems	Α	2	0	One or both may be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) Repairs are made within 3 flight days.	
53-2	Horn Anti-Icing FAULT Light Systems	A	2	0	 (M) May be inoperative provided: a) Associated system(s) is considered inoperative, b) Light(s) erroneously ON due to system failure is(are) deactivated, and c) Repairs are made within 3 flight days. 	
60-1	Windshield Heat Systems	С	2	1	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
		С	2	0	May be inoperative provided: a) Both packs operate normally, b) OAT is above +5 degrees C, and c) The airplane is not operated in known or forecast icing conditions.	
60-2	Side Window Systems	С	2	1	Right-hand side may be inoperative provided both windshield systems operate normally.	
		С	2	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions.	

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					LE KEY Category	
SYSTEM & SEQUENCE NO.	ITEM			NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	_
30 ICE AND	RAIN PROTECTION		<u> </u>		4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4 C	Chang
60-3	Window HTG FAULT Lights	С	3	2	(O) One may be inoperative provided associated heating system is verified to operate normally before each departure into known or forecast icing conditions.	Bar
		С	3	0	 (M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) The associated heating system is not used, and c) Light(s) erroneously ON due to system failure is(are) deactivated. 	
61-1	Propeller Anti-Icing Systems	С	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	I
61-2	Propeller Anti-Icing ON Light Systems	С	2	0	(M)(O) One or both may be inoperative provided: a) Associated FAULT alert(s) operates normally, and b) Light(s) erroneously ON due to system failure is(are) deactivated.	
61-3	Propeller Mode Selector	С	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	
		С	1	0	(O) May be inoperative provided AUTO SEL MODE operates normally.	
1) ***	AUTO MODE	С	1	0	May be inoperative provided MAN MODE operates normally.	
61-4	Propeller Anti-Ice FAULT Light Systems	С	2	0	 (M) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure is(are) deactivated. 	

/IATION ADMINISTRATIO ATR-72 ITEM	RE\			MASTER MINIMUM EQUIPMENT IO. 19 PAGE NO.	LIST
ATR-72	RE\				
		DAT	- n		
ITEM			E: 0.	2/02/2018 30-5	
ITEM	1 1 F			E KEY	
ITEM				CATEGORY	
		2. 1		BER INSTALLED	
			3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
RAIN PROTECTION				4. NEW WING ON EXCENTIONS	
Item	1	2	3	4	Change Bar
Windshield Wiper Systems	С	2	0	(O) May be inoperative provided the airplane is not flown in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
Wipers FAST/SLOW Selection	С	4	2	SLOW function may be inoperative.	
	С	4	0	May be inoperative provided associated windshield wiper system is considered inoperative.	
Ice and Rain Protection System Maintenance Panel Controls and Indicators	С	-	0	(M) May be inoperative provided ice and rain protection systems are verified to operate normally by alternate procedures.	
Ice Detector	В	1	0	 (M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure is(are) deactivated. 	
Icing FAULT Light except (-600)	В	1	0	 (M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure is(are) deactivated. 	I
ICING AOA Light (-600)	С	1	0	(O) May be inoperative provided ICING AOA green label on FMA is checked operative.	
	Windshield Wiper Systems Wipers FAST/SLOW Selection Ice and Rain Protection System Maintenance Panel Controls and Indicators Ice Detector Icing FAULT Light except (-600)	Windshield Wiper Systems C Wipers FAST/SLOW Selection C Ice and Rain Protection System Maintenance Panel Controls and Indicators Ice Detector B Icing FAULT Light except (-600) B ICING AOA Light C	Windshield Wiper Systems C 2 Wipers FAST/SLOW C 4 Ice and Rain Protection System Maintenance Panel Controls and Indicators Ice Detector B 1 Icing FAULT Light except (-600) ICING AOA Light C 1	Windshield Wiper Systems C 2 0 Wipers FAST/SLOW C 4 2 Selection C 4 0 Ice and Rain Protection System Maintenance Panel Controls and Indicators Ice Detector B 1 0 Icing FAULT Light except (-600) ICING AOA Light C 1 0	Windshield Wiper Systems C 2 0 (O) May be inoperative provided the airplane is not flown in precipitation within 5 nautical miles of the airport of takeoff or intended landing. Wipers FAST/SLOW Selection C 4 2 SLOW function may be inoperative. C 4 0 May be inoperative provided associated windshield wiper system is considered inoperative. Ice and Rain Protection System Maintenance Panel Controls and Indicators C - 0 (M) May be inoperative provided ice and rain protection systems are verified to operate normally by alternate procedures. Ice Detector B 1 0 (M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure is(are) deactivated. Icing FAULT Light except (-600) B 1 0 (M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure is(are) deactivated. ICING AOA Light (-600) C 1 0 (O) May be inoperative provided ICING AOA green label on FMA is

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MAGTE		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	ATR-72				IO. 19 2/02/2018	PAGE NO. 31-1	
		мм	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
31. INDICAT	ING/RECORDING SYSTEI	vis					
Sequence No.	Item	1	2	3	4		Change Bar
21-1	Clocks						
1)	except (-600)	С	-	1			1
2)	(-600)	С	2	0		rative provided the digital ation is operative on EWD	
31-1	Multipurpose Computer (MPC) or Multifunction Computer (MFC) APM Fault Only (Fitted with Mod 5567, or 8392, or 8442, or STC 02647NY) except (-600)	С	1	0	(O) May be in	operative.	I
31-2	Aircraft Performance Monitor (APM) (Fitted with Mod 5567, or 8392, or 8442, or STC 02647NY)	D	1	0		operative provided flight is d in icing conditions.	I
31-3	Multipurpose Computer (MPC) (-600)						
1)	FDAU Function	A	1	0	a) FDR is (refer to N _L indicate to N _L I contact to N _L I con	operative provided: s considered inoperative to Flight Data Recorder), ication is inoperative (Referndicator), FAULT and EWD Flight functions are inoperative to MPC - APM FAULT and EWD Flight Time), and rs are made within t days.	
					(Continued)		

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FEDERAL A	VIATION ADMINISTRATIO	Ν			Wi/ COTE		
AIRCRAFT:	ATD 70	RE'			IO. 19	PAGE NO.	
	ATR-72				2/02/2018	31-2	
					E KEY		
SYSTEM &		1. H			CATEGORY BED INSTALL	En	
SEQUENCE	ITEM	NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH					
NO.				0. 1		OR EXCEPTIONS	
31. INDICATI	NG/RECORDING SYSTEM	vis .			'		
Sequence No.	Item	1	2	3	4		Change Bar
31-3	Multipurpose Computer (MPC) (-600) (Cont'd)						
2)	APM Fault	С	1	0	(O) May be in	operative.	1
						tor MELs must define dures in compliance with M.	
3)	EWD Flight Time	D	1	0			1
4)	DMU ACMS (Maintenance)	D	1	0			
31-4	Printer	D	1	0		rative provided operational on not require its use.	

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FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:					O. 19 PAGE NO.				
	ATR-72		DAT	E: 0	2/02/2018 31-3				
					E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				3.1	4. REMARKS OR EXCEPTIONS				
31. INDICATING/RECORDING SYSTEMS									
Sequence No.	Item	1	2	3	4 Change Bar				
32-1	Flight Data Recorder System (FDR)	С	-	-	Any in excess of those required by 14 CFR may be inoperative.				
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A		0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days. NOTE: If the Flight Data Acquisition Unit				
					(FDAU) is inoperative, FDAU Torque Bugs are considered inoperative.				
1)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.				
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.				

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FEDERAL A	VIATION ADMINISTRA	ATION			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 19 PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018 31-4	
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.				0000	4. REMARKS OR EXCEPTIONS	
31. INDICAT	ING/RECORDING SYS	STEMS				12.
Sequence No.	Item	1	2	3	4	Change Bar
32-2 ***	ERMS	С	1	0	(M) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
48-1	MFC Modules except (-600)					I
1)	Module 1A	A	1	0	 (M)(O) May be inoperative provided: a) Modules 2A, 1B, and 2B operate normally, b) Avionics Vent OVBD manual mode operates normally, c) Right air conditioning pack operates normally, d) AC BTC operates normally, e) No. 2 inverter operates normally, f) DE ICING OVRD system operates normally, g) Following warnings are tested and operate normally before each departure: 1) Flaps UNLOCK, 2) Stick Pusher inhibition, and h) Repairs are made within 2 flight days. 	
					(Continued)	1

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FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 19 PAGE NO.
	ATR-72		DAT	E: 0	2/02/2018 31-5
_		_			E KEY
SYSTEM &		1. F	$\overline{}$		CATEGORY
SEQUENCE	ITEM		2. 1		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
31. INDICATI	ING/RECORDING SYSTEM	MS			,
Sequence No.	Item	1	2	3	4 Change Bar
48-1	MFC Modules except (-600) (Cont'd)				
2)	Module 2A	A	1	0	 (M)(O) May be inoperative provided: a) Aircraft remains at or below 17,000 feet MSL, b) Modules 1A, 1B, and 2B operate normally, c) Avionics Vent OVBD manual mode operates normally, d) Left air conditioning pack operates normally, e) AC BTC operates normally, f) No. 1 inverter operates normally, g) DE ICING OVRD system operates normally, h) Following warnings are tested and operate normally before each departure: 1) Flaps UNLOCK, 2) Stick Pusher inhibition, and i) Repairs are made within 2 flight days.
48-6	MFC Module FAULT Lights	A	4	3	Either Module 1A FAULT light or Module 2A FAULT light, but not both, may be inoperative provided: a) Light(s) erroneously ON due to system failure is masked, and b) Repairs are made within 2 flight days.
		A	4	3	Either Module 1A FAULT light or Module 2A FAULT light, but not both, may be inoperative provided: a) Associated module is considered inoperative, and b) Repairs are made within 2 flight days.

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	ON N	O. 19 PAG	GE NO.		
	ATR-72		DATE: 02/02/2018 31-6					
		_			E KEY			
SYSTEM & SEQUENCE	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH		D FOR DIODATOLL				
NO.				3.1	4. REMARKS OR I			
	ING/RECORDING SYSTE	MS					Channe	
Sequence No.	Item	1	2	3	4		Change Bar	
53-2	Master Warning Lights except (-600)	С	2	1	(M) One may be inc that Light(s) errone system failure is(are	ously ON due to	I	
53-3	Master Caution Lights except (-600)	С	2	1	(M) One may be inc that Light(s) errone system failure is(are	ously ON due to	I	
53-4	Crew Alerting Panel except (-600)						I	
1)	System Alert Lights	Α	-	0	operates no b) Local alert li system pan	Warn or Caution alert ormally, ight on associated el operates normally, oneously ON due to ire is(are) , and made within		
2)	RCL Function	A	1	0	(O) May be inopera a) Alternate proceeding Alternate procedure proced	ocedures for LERTS are and used, and made within		
3)	TO INHI Function	A	1	0	May be inoperative the non-inhibit mod are made within 3 f	le provided repairs		
53-5	Emergency Audio Cancel	С	1	0				
53-6	T.O. CONFIG Test System	С	1	0	(O) May be inopera alternate procedure and used.			

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FEDERAL A	AVIATION ADMINISTRATIO	N			WASTER WINNIVION EQUIPMENT	LIJI		
AIRCRAFT:	ATR-72	RE\	REVISION NO. 19 PAGE NO. 31-7					
		ММ	EL T	ABL	LE KEY			
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
31. INDICAT	TING/RECORDING SYSTEM	MS						
Sequence No.	Item	1	2	3	4	Change Bar		
60-1	Display Unit (DU)	С	5	4	(O) One Display unit may be inoperative among DU #1, DU #3, and DU #5 provided: a) CAPT // PFD/MFD/EWD pb-sw reversion is checked operative, and b) F/O // PFD/MFD/EWD pb-sw reversion is checked operative.			
60-2	Multifunction Control Panel (MCP) (-600)	В	2	1	(O) One may be inoperative provided both radios can be tuned through the MCDU.	 		
1)	COM Push Button	С	2	1	One may be inoperative provided both MCDUs are operative.			
2)	NAV Push Button	С	2	1	One may be inoperative provided both MCDUs are operative.			
3)	SURV Push Button	В	2	1		I		
4)	ESC Push Button	С	2	0				
5)	ENTER Push Button and Multidirectional Pad	В	2	1	One may be inoperative provided both MCDUs are operative.			
6)	Numeric Keyboard	С	2	1	One may be inoperative provided both MCDUs are operative.			
60-3	Electronic Flight Instrument System Control Panels (EFCP) (-600)	A	2	1	The right side EFCP may be inoperative provided the operations are limited to 2 calendar-days.			
1)	MFD - SYS Push Button	A	2	1	One may be inoperative provided operations are limited to 2 calendar-days.			
2)	MFD - ND Push Button	В	2	1	One may be inoperative provided procedures do not require its use.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	N		MACTE	R MINIMUM EQUIPMENT	LICT
FEDERAL A	VIATION ADMINISTRATIO	N			WASTE	IN MINIMUM EQUIPMENT	LIST
AIRCRAFT:		RE\			O. 19	PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018	31-8	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. r		BER INSTALLI	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
31. INDICAT	ING/RECORDING SYSTEM	/IS			11.112.111.111.11	01(2/(02) 1101(0	
Sequence No.	Item	1	2	3	4		Change Bar
60-3	Electronic Flight						
	Instrument System						i l
	Control Panels (EFCP)						ļ ļ
	(-600) (Cont'd)						
	(Cont a)						ı
3)	MFD - PERF	В	2	1		noperative provided the	ļ ļ
	Push Button					RF Push Button and its	
					associated ivit	CP are operative.	
4)	MFD - MISC	D	2	0			i
	Push Button						İ
5)	MFD - MAP	D	2	0			,
5)	Push Button	ט	2	U			
							'
6)	MFD - VID Push Button	D	2	0			I
7)	MFD - BRG	В	4	3		noperative provided	
	Push Button				BRG #1 is ava	ailable on the Pilot Flying	
					side.		ı
8)	MFD - RANGE	В	2	1			
	Push Button						l
9)	MFD - FORMAT	В	2	1			1
٠,	Push Button		_	-			i
40)	EWO BBOO						
10)	FWS - PROC (DOWN/UP)	С	2	1			
	Push Button						ı
		_		_			
11)	FWS - ENTER PROC Push Button	С	2	1			
	Push bullon						I
12)	FWS - PROC MENU	С	1	0			
	Push Button						
13)	FWS - MAN DEL	С	1	0			
,	Push Button		•				
4.4\		ſ		_			
14)	FWS - CLR Push Button	В	1	0			
							ı
		i			i		I

LLO DEDARTMENT OF TRANSPORTATION										
	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT L	.IST				
	VIATION ADMINISTRATIO									
AIRCRAFT:	ATR-72	RE\			IO. 19 PAGE NO. 31-9					
		ММ	FI T	ΔΒΙ	E KEY					
12 UNU 20 U.S. UN 00 U.S.		_			CATEGORY					
SYSTEM &	ITEN 4				BER INSTALLED					
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH								
NO.			4. REMARKS OR EXCEPTIONS							
31. INDICATING/RECORDING SYSTEMS										
Sequence No.	Item	1	2	3	4	Change Bar				
60-4	Index Control Panels (ICP) (-600)	A	2	1	One may be inoperative provided: a) Associated ADC is considered inoperative, and b) Operations are limited to 2 calendar-days.					
1)	BARO SET ROTARY Selector	A	2	1	One may be inoperative provided: a) Associated ADC is considered inoperative, and b) Operations are limited to 2 calendar-days.					
2)	PUSH STD Push Button	С	2	0		I				
3)	DH MDA Selector	С	2	0	May be inoperative provided approach procedures do not require DH use.					
4)	DH MDA ROTARY Selector	С	2	0	May be inoperative provided approach procedures do not require DH use.					
60-5	Multipurpose Control and Display Unit (MCDU) (-600)	С	2	1						
60-6	Display Unit (DU) Switch Reversion (-600)	С	2	1	(O) One may be inoperative provided all Display Units are operative					
70-1	Instruments Maintenance Panel Control and Indicators	С	-	0						

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	IO. 19 PAGE NO.
	ATR-72		DAT	E: 0	2/02/2018 32-1
		_			E KEY
SYSTEM & SEQUENCE	ITEM			MUŅ	CATEGORY BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
32. LANDING	G GEAR				
Sequence No.	Item	1	2	3	4 CH
31-1	Anti-Retraction System (Lever Latch)	С	1	0	
31-2	Landing Gear Lever Integral Red Light	В	1	0	
31-3	Landing Gear Retraction System	С	1	0	 (M)(O) May be inoperative provided: a) Landing gear is secured down, b) Retraction system is deactivated, c) Flight is conducted in accordance with AFM Flight With Landing Gear Down Supplement, and d) Airplane is not operated in known or forecast icing conditions.
42-1	Wheel Brakes	С	4	3	 (M)(O) One may be inoperative provided: a) ANTISKID system operates normally, b) Both ACW generator systems operate normally, c) Affected brake is deactivated, d) Airplane does not depart from or to an airport with wet or contaminated runways, and e) AFM performance penalties are applied.
42-2	ANTISKID System	С	1	0	 (O) May be inoperative provided: a) All wheel brakes operate normally, b) Airplane does not depart from or to an airport with wet or contaminated runways, c) AFM performance penalties are applied, and d) ANTISKID system remains off.
42-3	BRK TEMP Light System	С	1	0	(O) May be inoperative provided: a) A minimum 20-minute turnaround time (block in to block out) is observed, and b) Landing gear remains down for 1 minute after takeoff, except in case of emergency.

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	ATR-72				2/02/2018 32-2
					E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
32. LANDIN	G GEAR				
Sequence No.	Item	1	2	3	4 Char Ba
45-1	CCAS Parking Brake Light (CAP Panel) except (-600)				 (M) May be inoperative provided: a) Parking brake operates normally, b) PRKG BRK light on CCAS is deactivated, and c) Takeoff configuration warning system operates normally.
45-2	PRKG BRK ON Indication (-600)	С	1	0	(O) May be inoperative provided: a) Parking brake operates normally, and b) Takeoff configuration warning system operates normally.
51-1	Nose Wheel Steering	С	1	0	 (M) May be inoperative provided: a) Centering function operates normally, b) All brake systems operate normally, and c) Maximum crosswind is limited to 15 knots.
61-1	Landing Gear Position Indicating Systems				
1)	System 1 (Forward Inst. Panel)	В	1	0	(O) May be inoperative provided System 2 operates normally.
2)	System 2 (Overhead Panel)	A	1	0	 (O) May be inoperative provided: a) System 1 operates normally, b) System 2 malfunction does not generate false "gear not down and locked" warnings, and c) Repairs are made within 1 flight day.
61-2	Landing Gear Not Down Warning System except (-600)	В	1	0	 (M)(O) May be inoperative provided: a) Landing gear is secured down, b) Retraction system is deactivated, c) Flight is conducted in accordance with AFM Flight with Landing Gear Down supplement, and d) Airplane is not operated in known or forecast icing conditions.

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	ATR-72		DAT	E: 0	2/02/2018	33-1	
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
33. LIGHTS							
Sequence No.	Item	1	2	3	4	Cha B	
10-1	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting Systems	С	-	-	provided: a) Remainstrur devices by Remainstrur devices by Remainstrur devices by Remainstrur devices by Remainstrur devices by Remainstrur devices by Remainstrur devices by Remainstruct devices by	ining Lighting System are sufficient to clearly nate all required ments, controls, and other es for which it is provided, ining Lighting System are positioned so that rays are shielded from rew members' eyes, and ng configuration and ity is acceptable to the rew. vidual Button/switch lights /or annunciations/ cations are excluded from hout NVGs) may be mitted with inoperative NVG colemental lights; cracked or sing filters.	
10-2	Cabin Interior Light System	С	-	0	provided rema	nts may be inoperative aining lighting is sufficient ndants to perform their	
16-1	Annunciator Lights Switch						
1)	Test Function	Α	1	0	May be inope made within 1	rative provided repairs are I flight day.	
2)	Dim Function	A	1	0		rative for night operations airs are made within	
		С	1	0		rative for day operations so in the bright mode.	

IIS DEPAR	TMENT OF TRANSPORTA	ΔΤΙΩΙ	NI						
			•		MASTER MINIMUM EQUIPMENT	LIST			
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AINONAI I.	ATR-72	IXL			2/02/2018 33-2				
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH							
W 138 (11)					4. REMARKS OR EXCEPTIONS				
33. LIGHTS									
Sequence No.	NO CANCO Massas Links	1	2	3	4	Bar			
16-2	NO SMKG Memo Light except (-600)	С	1	0		I			
16-3	SEAT BELTS Memo Light except (-600)	С	1	0		ı			
16-4	Passenger Lighted Information System	С	-	-	 (M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY". NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers. 				
		С	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) is(are) placed ON or OFF.				
1)	All-Cargo, Supernumerary/ Courier Area Lighted Information Sign	С	-	-	(O) May be inoperative provided alternate procedures are established and used to notify courier/ supernumeraries when associated sign(s) is(are) placed ON or OFF.				

	VIATION ADMINISTRATIO		// 0: -		10. 40	DAGENO
AIRCRAFT:	ATR-72	RE			IO. 19 2/02/2018	PAGE NO. 33-3
		ММ	FL T	ΆΒΙ	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Cha B
26-1	Passenger Notice System					
1)	"No Smoking/ Fasten Seat Belt/ Return to Seat" Lights	С	-	-	a) Assoc lavato which inform legible b) Assoc blocke "DO N NOTE: These intend	noperative provided: piated passenger seat or ry is not occupied from a passenger lighted pation sign is not readily and piated seat or lavatory is and placarded HOT OCCUPY". The conditions are not led to prohibit lavatory use poections by crewmembers.
		С	-	-	(O) May be in associated paramay be occup a) The Proorma b) PA syspasse when	roperative and the assenger seat or lavatory bied provided: A system operates ally, and stem is used to notify ngers and cabin crew associated sign(s) is(are) d on or off.
2)	"Fasten Seat Belt While Seated" Sign or Placard	С	-	-	illegible or mis	signs or placards may be ssing provided a legible d is visible from each senger seat.
26-2 ***	Sterile Cockpit Light	С	1	0		operative provided cedures are established
		D	1	0	May be inope do not require	rative provided procedures e its use.
31-1	Nose Wheel Well Light	С	1	0		
31-2	Forward Avionics Compartment	С	1	0		

	VIATION ADMINISTRATIO				0.40	
AIRCRAFT:	ATR-72	RE			O. 19 PAGE NO. 2/02/2018 33-4	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
33. LIGHTS		•				
Sequence No.	Item	1	2	3	4	Chang Bar
31-3	Flight Control Bay Light	С	1	0		
34-1	Cargo Bay Lights	С	-	0	Individual lights may be inoperative provided remaining lights or supplemental lighting is sufficient to illuminate the cargo compartment.	
37-1	Main Wheel Well Lights	С	2	0		
41-1	Navigation Position Lights	С	-	0	May be inoperative except during the period from sunset to sunrise.	
1)	Navigation Position Light System	С	2	1	One may be inoperative provided the operating system is used.	
					NOTE: Ice Evidence Probe Light is inoperative on ALT system on aircraft without Mod. 03654.	
2)	Navigation Position Lights	С	-	3	One light is required in each position for operations during sunset to sunrise.	
3) ***	Pulse System	D	-	0	May be inoperative provided NORM navigation light function is not impaired.	
42-1	Landing Light Systems	С	2	1	May be inoperative for night operations provided all taxi and takeoff lights operate normally.	
		С	2	0	One or both may be inoperative except for night operations.	
1) ***	Pulse System	D	-	0	May be inoperative provided NORM landing light function is not impaired.	
43-1	Strobe Light System	С	1	0	May be inoperative provided anti-collision (BEACON) light system operates normally.	
46-1	Taxi and Takeoff Light System	С	1	0	May be inoperative except for night operations.	I
		С	1	0	May be inoperative for night operations provided all landing lights operate normally.	

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	ATR-72		DAT	E: 0	2/02/2018 33-5	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1.1		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
84303655375					4. REMARKS OR EXCEPTIONS	
33. LIGHTS	Itam	T 4		3	4	Change
Sequence No.	Item	1	2		4	Bar
47-1 ***	Logo Light	D	1	0		
1) ***	Pulse System	D	-	0		
48-1	Anti-Collision (BEACON) Light System	С	1	0	May be inoperative provided white strobe light system operates normally.	
49-1	Wing Inspection Lights	С	2	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require their use.	
49-2 ***	Ice Evidence Probe Light	С	1	0	May be inoperative except for night operations.	1
		В	1	0	(O) May be inoperative for night operations provided airplane is not operated in known or forecast icing conditions.	
		В	1	0	May be inoperative provided Wing Inspection lights operate normally.	
50-1	Emergency Exit DISARM Annunciator Light	С	1	0	May be inoperative provided Emergency Exit light system is verified to operate normally and is armed before each departure.	

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	ATR-72				2/02/2018	33-6	
					E KEY		
SYSTEM & SEQUENCE NO. 33. LIGHTS Sequence No. 50-2	ITEM Item Floor Proximity Emergency Escape Path Marking System		REPA	AIR (NUM	Individual ligh provided FAA acceptable lig of the followin complied with a) FAA e b) FAA-a Design c) Limita section supple (STC) d) An FA incorp	ats may be inoperative approved minimum apht levels specified in one and documents are according approval letter, approved report of the Type in holder, tions and Conditions in of the applicable amental Type Certificate approved in the Master in the Master	Chang Bar
50-3	Ceiling Emergency Lighting	С	-	-	STC. Individual ligh provided FAA acceptable lighthe of the follocomplied with a) FAA e b) FAA-a Design c) Limital section Supple (STC) d) An FA incorp	engineering approval letter, approved report of the Type in holder, tions and Conditions in of the applicable emental Type Certificate	
51-1	Exterior EMER Lights						I
1)	Passenger Configuration	В	-	-	One light may night operatio	be inoperative except for ons.	
2)	Cargo Configuration	В	-	-		rative provided affected) is not associated with a nergency exit.	

AIRCRAFT:	VIATION ADMINISTRAT ATR-72				IO. 19 2/02/2018	PAGE NO. 34-1	
	7(11(12	ММ			E KEY	0+1	
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Cha B	
11-1	Air Data Computer (ADC)			-		B	
1)	Standard 1	A	2	1	provided: a) Autopideacti b) Flight only, c) TLU m d) IESI is e) All the and f) Repair 2 flight	ilot and Yaw Damper are vated, is conducted in day VMC nanual mode is operative, soperative, IOM DC are operative, are made within t days. TLU automatic mode is rative, refer to TLU FAULT	
2)	Standard 2 (With Mod. 06977 Incorporated)	A	2	1	provided: a) Flight only, b) TLU m c) IESI is d) All the e) Opera 2 cale f) Opera compl limitati g) Repaii 2 fligh	is conducted in day VMC nanual mode is operative, s operative, lom DC are operative, stions are limited to ndar-days, stions are conducted in iance with AFM AFCS ions, and rs are made within t days. TLU automatic mode is rative, refer to TLU FAULT	

U.S. DEPART	MENT OF TRANSPORTA	ΓΙΟΝ			MASTER MINIMUM EQUIPMENT	LIST	
FEDERAL A	VIATION ADMINISTRATIO	N			WASTER WINNINGWIEQUIF WEINT	_101	
AIRCRAFT:	ATR-72	RE\			O. 19 PAGE NO. 2/02/2018 34-2		
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
34. NAVIGA	TION				'		
Sequence No.	Item	1	2	3	4	Change Bar	
12-1	Altitude Alerting System	A	-	0	 (O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days. 	Dai	
1)	Aural Alert	С	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.		
2)	Visual Alert	С	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.		
12-2	Standby Altimeter except (-600)	A	1	0	May be inoperative for day VMC provided repairs are made within 2 flight days.	I	
13-1	Standby Airspeed Indicator except (-600)	A	1	0	May be inoperative for day VMC provided repairs are made within 2 flight days.		
13-2	External Airspeed Bugs on Airspeed Indicator Bezel except (-600)	С	4	2		I	
14-1	Vertical Speed Indicators except (-600)	С	2	1	One may be inoperative for day VMC operations.	I	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N			
		.			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATION		1/101/		NO. 19 PAGE NO.	
AINOINAI I.	ATR-72		_	_	2/02/2018 34-3	
		MM	EL 1	TABL	E KEY	
SYSTEM &		1. 1			CATEGORY	
SEQUENCE	ITEM		2.		IBER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
34. NAVIGA	IION	1	1			Channa
Sequence No.	Item	1	2	3	4	Change Bar
15-1	TAT Indication System except (-600)	С	1	0	May be inoperative provided SAT indication system operates normally.	I
15-2	SAT Indication System except (-600)	С	1	0	May be inoperative provided TAT indication system operates normally.	I
15-3	True Airspeed System except (-600)	С	1	0		I
21-1	Attitude and Heading Reference Systems (AHRS)				Deleted, Revision 13.	
21-2	ADC Switching System except (-600)	A	1	0	 (M) May be inoperative provided: a) Both ADCs operate normally, and b) Repairs are made within 2 flight days. 	I
21-3	ADC Switch FAULT Light except (-600)	С	1	0	May be inoperative provided both ADCs operate normally.	I
26-1	RMI Heading Indication except (-600)	С	2	1	One may be inoperative provided heading information on EHSI at the associated pilot's station operates normally.	I
26-2	VHF Navigation Systems	D	-	-	Any in excess of those required by 14 CFR, and not powered by an Emergency Bus, may be inoperative.	
26-3 ***	External Altimeter Bugs on Altimeter Indicator Bezel	С	-	0	(O) May be missing provided alternate procedures are established and used.	
		D	-	0	May be missing provided procedures do not require their use	

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AVIATION ADMINISTRATI	ON			IVIAOTE	IN MINIMUM EQUIPMENT	_101
: ATR-72	RE'				PAGE NO. 34-4	
	ММ	EL T	ABL	E KEY		
E ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
ATION			<u> </u>		, O. (L. (O. L.) (O. L.)	
Item	1	2	3	4		Change Bar
Standby Attitude Indicators except (-600)	С	-	0			I
	В	-	0	a) Opera VMC b) Opera into ki	ations are conducted in day only, and ations are not conducted now or forecast	
Standby Compass	В	1	0	a) Any c stabili syster b) Airpla indep capab radar	ombination of two gyro ized or AHRS compass ms operate normally, and one is operated with dual endent navigation bility and under positive control by ATC on the	
Integrated Electronic Standby Instrument (IESI) (-600)	A	1	0	a) Flight only, b) Both a c) Both a d) Opera	AHRS are operative, ADC are operative, and ations are limited to	
IESI - STD Baro Push Button	С	1	0	rotary switch	and the SEL Push Button	
IESI - Brightness Push Button	С	2	0		•	
	ATION ATION Item Standby Attitude Indicators except (-600) Standby Instrument (IESI) (-600) IESI - STD Baro Push Button IESI - Brightness	AVIATION ADMINISTRATION ATR-72 MM Item 1 Standby Attitude Indicators except (-600) B Standby Compass B Integrated Electronic Standby Instrument (IESI) (-600) IESI - STD Baro Push Button IESI - Brightness C	ATR-72	AVIATION ADMINISTRATION	AVIATION ADMINISTRATION REVISION NO. 19 DATE: 02/02/2018	MASTER MINIMUM EQUIPMENT IN ADMINISTRATION REVISION NO. 19 DATE: 02/02/2018 PAGE NO.

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FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 19 PAGE NO.	
	ATR-72				2/02/2018 34-5	
		_			.E KEY Category	
SYSTEM &		'. '			IBER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
W000000000					4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION	1				Change
Sequence No.	Item	1	2	3	4	Change Bar
33-1	Marker Beacon System	С	-	0	May be inoperative provided approach minimums do not require its use.	
36-1	Instrument Landing System (ILS)	С	2	0	May be inoperative provided procedures do not require its use.	
		D	2	0	May be inoperative for VMC flight only.	
38-1 ***	Airport Navigation (-600)	D	2	0		
40-1 ***	Traffic and Terrain Collision Avoidance System (T2CAS) (ST01646LA)	A	1	0	 (M)(O) May be inoperative provided: a) System is deactivated and secured, b) Enroute and approach procedures do not require the use of TCAS, c) Alternate procedures are established and used for inoperative GPWS, and d) Repairs are made within 2 flight days. NOTE: TCAS, GPWS, and TAWS will be inoperative. 	
1)	Ground Proximity Warning System (GPWS Function)	A	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days. NOTE: A GPWS FAULT annunciator indicates a failure of GPWS alert functions Modes 1–5. 	
2)	Ground Proximity Warning System (GPWS) Modes 1–4	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
3)	Ground Proximity Warning System (GPWS) Glide Slope Deviation	В	2	0	(Continued)	

	VIATION ADMINISTRATIO						
AIRCRAFT:	ATR-72	RE'			IO. 19 2/02/2018	PAGE NO. 34-6	
	AIR-12	BABA				34-0	
(Dept. 98) 14 (14 1899) (1795)					.E KEY CATEGORY		
SYSTEM &	ITEN 4				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3.1		UIRED FOR DISPATCH	
8430323233	TION				4. REMARKS	S OR EXCEPTIONS	
34. NAVIGA		1	2		4		Chang
Sequence No.	Traffic and Terrain	1		3	4		Bar
4 0- 1 ***	Collision Avoidance System (T2CAS) (ST01646LA) (Cont'd)						
4)	Ground Proximity Warning System (GPWS) Glareshield	В	2	1	` '	be inoperative provided ns are operative.	
	Annunciator/GP Inhibit Switch				syster	udio associated with the material test verifies audio ons are operative.	
5)	TAWS - Predictive Function	С	1	0	(O) May be in	noperative.	
6)	TAWS - Display Function	С	2	0			
7)	Combined TA/RA Dual Display System(s)	С	2	1	pilot's side pro a) TA an operate side, a b) TA an	d RA visual display is tive on the flying pilot's	
41-1	Weather Radar System	С	1	0	As required b	y 14 CFR.	
1)	Radome Bonding Adhesive Tape	С	8	7	provided fligh	be inoperative or missing at is not conducted into ecast thunderstorm of m activity.	
42-1	Radio Altimeter System	В	-	0			1
						pusher inhibition below feet will be inoperative.	
						AS, GPWS, and TAWS will noperative.	
		D	2	1			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST		
	VIATION ADMINISTRATIO						
AIRCRAFT:	ATR-72	RE'			NO. 19 PAGE NO. 34-7		
		мм	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
34. NAVIGA	TION			<u> </u>	4. REMARKS ON EXCENTIONS		
Sequence No.	Item	1	2	3	4 Change Bar		
43-1	Traffic Alert Collision/Avoidance System (TCAS II) except (-600)	В	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.		
		С	-	0	 (M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. 		
1) ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	С	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and FA audio function is operative on the flying pilot side.		
2)	Resolution Advisory (RA) Display System(s)	С	2	1	May be inoperative on the non-flying pilot side.		
		С	-	0	 (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use. 		
3)	Traffic Alert (TA) Display System(s)	С	-	0	 (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. 		
4)	Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.		
5)	Airspace Selection Function	С	-	0			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT	LICT
FEDERAL A	VIATION ADMINISTRATIO	<u>N</u>			WASTER WINNINGWIEQUIFWENT	
AIRCRAFT:	ATR-72	RE'			IO. 19 PAGE NO. 2/02/2018 34-8	
		ММ	FL T	ΆΒΙ	E KEY	
SYSTEM & SEQUENCE	ITEM	_	REP	AIR (NUM	CATEGORY BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGAT	TION					
Sequence No.	Item	1	2	3	4	Chang Bar
48-1	Ground Proximity Warning System (GPWS) except (-600)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	I
1)	Modes 1–4	A	4	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days. 	
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
3)	Glideslope Deviation(s) (Mode 5)	С	-	1		
		В	-	0		
4)	Advisory Callouts	В	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		С	-	0	 (O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used. 	
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 19	PAGE NO.	
	ATR-72				2/02/2018	34-9	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (ED UIRED FOR DISPATCH OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
48-1	Ground Proximity Warning System (GPWS) except (-600) (Cont'd)	•					Bar
5) ***	Windshear Mode (Reactive)	С	1	0	alternate product and used. NOTE: Opera should winds! (O) May be in a) Alternate estable b) Winds Avoidate.	ator's alternate procedures dinclude reviewing hear avoidance and hear recovery procedures. Toperative provided: ate procedures are ished and used, and shear Detection and ance System (predictive) tes normally.	
48-2	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	В	1	0		operative provided cedures are established	
48-3	Terrain Displays	СВ	- <u>-</u>	1 0			
			-	"			I
48-4 ***	Runway Awareness and Advisory System (RAAS)	С	1	0			

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT L	LIST
AIRCRAFT:					IO. 19	PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018	34-10	
		_			E KEY		
SYSTEM &		1. 1			CATEGORY BER INSTALLI	FD	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.				6630 1	4. REMARKS	OR EXCEPTIONS	
34. NAVIGA	TION		,				
Sequence No.	Item	1	2	3	4		Change Bar
52-1	ATC Transponders And Automatic Altitude Reporting Systems	В	-	0	a) Opera and b) Prior to obtain having	rative provided: tions do not require its use, o flight, approval is ed from ATC facilities g jurisdiction over the ed route of flight.	
		D	-	1		of those required by be inoperative.	
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	a) Opera and b) Repair comple	rative provided: tions do not require its use, rs are made prior to the etion of the next heavy enance visit.	
53-1	ADF System	С	-	0	As required by	y 14 CFR.	
54-1	Distance Measuring Equipment (DME) Systems	D	-	-	,	of those required by be inoperative.	
60-1 ***	LORAN C Navigation System	С	-	0		operative provided edures are established	
60-2 ***	Microwave Landing System	С	-	0		operative provided edures are established	
		D	-	0	May be inoped do not require	rative provided procedures its use.	

FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/ כור) NI N	NO. 19 PAGE NO.	
AIRCRAFT.	ATR-72	KE			02/02/2018 FAGE NO. 34-11	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
60-3 ***	Global Positioning System (GPS)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	Ddi
		D	-	0	May be inoperative provided procedures do not require its use.	
60-4 ***	Area Navigation System	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
61-1	Flight Management Application FMA (-600)	С	2	0	(O) May be inoperative provided operations/procedures do not require its use.	
61-2	Navigation Databases	A	2	0	 May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. 	

U.S. DEPAR	TMENT OF TRANSPORTA	TION	l		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT:	ATR-72	RE'	_	_	NO. 19 PAGE NO. 34-12
		MM	EL 1	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. 1		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION				4. NEWARKS ON EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change
70-1	EFIS Display Source Select Switches (On Lateral Consoles) except (-600)	С	-	0	(O) One or more may be inoperative so as to remain in the normal position provided: a) Associated sources operate normally, b) All EFIS CRTs operate normally, and c) Inoperative switches are not moved in flight.
74-1	EADI Annunciators/ Displays except (-600)				
1)	FAST/SLOW Indications	С	2	0	
2)	Flight Director Bars	С	2	0	May be inoperative provided approach minimums do not require their use.
3)	Radio Altitude	С	2	0	(M) May be inoperative provided radio altimeter input to landing gear warning system operates normally.
4)	ILS Deviation	С	2	-	As required by 14 CFR.
5)	Marker Indications	С	2	-	As required by 14 CFR.
74-2	Slip Indications except (-600)	С	2	1	
75-1	EHSI Annunciations/ Displays except (-600)				I
1)	Selected Heading	С	2	0	
2)	Selected Course	С	2	0	(O) May be inoperative provided navigation and approach procedures do not require its use.
3)	Bearing Pointers	С	4	0	May be inoperative provided the adjacent RMI(s) operates normally.
4)	Distance Measuring Equipment (DME) Systems Display	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
	Systems Display				(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	IN MINIMONIE QUIT MENT	LIGI
AIRCRAFT:		RE\			O. 19	PAGE NO.	
	ATR-72		DAT	E: 0	2/02/2018	34-13	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALL	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
34. NAVIGAT	TION					01(2/(02) 1101(0	
Sequence No.	Item	1	2	3	4		Change Bar
75-1	EHSI Annunciations/ Displays except (-600) (Cont'd)						
5)	Groundspeed/ Time to Go	С	2	0			
6)	ARC Mode	С	2	0	must b	ner radar requirements be considered if both ARC are inoperative.	
76-1	Navigation Maintenance Panel Controls and Indicators	С	-	0		operative provided ventilation operates	

AIRCRAFT:	ATD 72	RE			IO. 19 PAGE NO. 2/02/2018 35-1	
	ATR-72					
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (LE KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change
11-1	LO PR Alert	В	1	0	(O) May be inoperative provided high pressure indicator operates normally and is monitored during flight.	<u> </u>
13-1	HP Indicator	В	1	0	(O) May be inoperative provided oxygen supply is verified adequate for the flight.	
15-1	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	
15-2	Bottle Gauge	В	1	0	May be inoperative provided flight deck pressure indication is operative.	
17-1	Passenger Oxygen (Portable Bottles)	D	-	-	 (M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Inoperative unit is removed from the passenger cabin, and b) Required distribution is maintained. 	
17-2					Deleted Revision 19.	I
20-1 ***	Passenger Oxygen System					
1)	Passenger Configuration	В	-	-	May be inoperative provided flight is conducted at or below 10,000 feet MSL.	
2)	Cargo Configuration	D	-	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.	

AIRCRAFT:	VIATION ADMINISTRATIO ATR-72				O. 19 2/02/2018	PAGE NO. 35-2	
	7(11(72	BABA				30 2	
SYSTEM &			REP	AIR (.E KEY CATEGORY BER INSTALLI	FD	
SEQUENCE NO.	ITEM		2. 1		UMBER REQ	UIRED FOR DISPATCH OR EXCEPTIONS	
35. OXYGEN					'		
Sequence No.	Item	1	2	3	4		Chang
20-3	Passenger Service Unit (PSU)	В	-	-	units may be a a) Affected placared and b) Units a operated compa	r more passenger service inoperative provided: ed seats are blocked and ded to prevent occupancy, are operative for all tive passenger seats, toilet artment (if applicable), and attendant location licable).	
65-1	Oxygen Manual Release Tool	С	4	3	remaining too	noperative provided the ls (three) are checked leparture and operate	

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	A NC	NO. 19 PAGE NO.
	ATR-72				02/02/2018 36-1
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUŅ	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
26 DNEUM/	ATICS				4. REMARKS OR EXCEPTIONS
36. PNEUMA Sequence No.	Item	1	2	3	4 Chang
11-1		C	2		Bar
11-1	HP Valve Systems		_	1	(M) One may be inoperative provided the HP Valve is secured CLOSED.
11-2	Bleed Valves Systems	С	2	1	(M)(O) One may be inoperative provided: a) Associated valve is secured CLOSED, and b) Flight remains at or below 17,000 feet MSL.
11-3	Bleed FAULT Light Systems	С	2	1	 (M) One may be inoperative provided: a) Light(s) erroneously ON due to system failure is(are) deactivated, and b) Associated pack FAULT light operates normally.
11-4	X-FEED Valve	С	1	0	(M) May be inoperative secured CLOSED.
11-5	X-VALVE OPEN Light System	С	1	0	 (M) May be inoperative provided: a) X-FEED valve is secured CLOSED, and b) Light(s) erroneously ON due to system failure is(are) deactivated.
11-6	OVHT Light Systems	С	2	1	 (M) May be inoperative provided: a) Associated bleed valve is selected OFF, and b) Light(s) erroneously ON due to system failure is(are) deactivated.
20-1	LEAK Warning Light Systems	С	2	1	 (M) May be inoperative provided: a) Associated bleed valve is selected OFF, and b) Light(s) erroneously ON due to system failure is(are) deactivated.
70-1	Pneumatic Systems Maintenance Panel Controls and Indicators	С	-	0	(M) May be inoperative provided pneumatic system operates normally.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MACTED MAINIMALINA EQUIDATATA LICT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	ATR-72				NO. 19 PAGE NO. 02/02/2018 38-1
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
38. WATER/	WASTF				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change
10-1	Potable Water Systems	C		-	(M) Individual components may be
					inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
		С	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
30-1	Lavatory Waste Systems	С	-	-	 (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which
					operates normally may be used.
		С	1	0	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured CLOSED and placarded "INOPERATIVE - DO NOT ENTER".
					NOTE: These provisions are not intended to prohibit use or inspections by crewmembers.

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MACTE		LICT
FEDERAL A	VIATION ADMINISTRATIC	N			MASTE	R MINIMUM EQUIPMENT	LIQ I
AIRCRAFT:	<u> </u>		/ISIC	ON N	O. 19	PAGE NO.	
	ATR-72		DAT	E: 02	2/02/2018	42-1	
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALLI		
NO.				3.1		UIRED FOR DISPATCH	
42 INTEGRA	ATED MODILI AD AVIONIO	C //B	/ A \ \		4. REMARKS	OR EXCEPTIONS	
	ATED MODULAR AVIONIO	اا) در ا			4		Change
Sequence No.	Item		2			an Constant and a second and	Bar
11-1	IOM AP - 600	A	1	0	are limited to	rative provided operations two flights. Ilot and Yaw Damper	
					function to item	on are not available. Referns Autopilot Function and lamper Function.	
					Taw B	amper i unellori.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT L	JIST
FEDERAL A\	/IATION ADMINISTRATIO	N				
AIRCRAFT:			/ISIC	N NC	O. 19 PAGE NO.	
	ATR-72		DAT	E: 02	2/02/2018 46-1	
		БЛВЛІ		۸DI	E KEY	
		_			CATEGORY	
SYSTEM &		1.1			BER INSTALLED	
SEQUENCE	ITEM		2. 1			
NO.				J. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
40 INFORM	TION OVOTENO		<u></u>		4. REMARKS OR EXCEPTIONS	
	ATION SYSTEMS		1	1		Chang
Sequence No.	Item	1	2	3	4	e Bar
25-1	Electronic Flight Bag (EFB) (-600)					
1)	System Device	С	2	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program, or document which operates normally may be used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
2)	Mounting Device	С	2	-	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	2	0	May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
3)	Power Connection	С	2	-	May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
4)	Data Connectivity	С	2	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	

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	ATN-72	BABA				
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
52. DOORS	Item	1	2	3	4	Chang
Sequence No.	DOORS Alert Light Systems	'		3	4	Bar
1)	Passenger Configuration	В	-	0	 (M)(O) May be inoperative provided: a) Affected door(s) is(are) verified CLOSED and locked before each departure, and b) Light(s) erroneously ON is(are) deactivated. 	
2)	Cargo Configuration	В	-	0	 (M)(O) May be inoperative provided: a) Affected door(s) is(are) verified CLOSED and locked before each departure, and b) Light(s) erroneously ON is(are) deactivated. 	
12-1	Passenger Door Torque Tube	A	1	0	 May be inoperative for one Ferry Flight provided: a) Ground personnel assistance for opening and closing operation is available, b) Door is not operated from inside the aircraft (except in case of emergency), c) Verify personnel are clear of door before operation, and d) Ensure all personnel are informed prior to door operation. 	
12-2	Passenger Door Kinematics Motorized Function	С	1	0	 May be inoperative provided: a) All door mechanical parts are operative, b) Ground personnel assistance for opening and closing operation are available, c) Verify personnel are clear of door before operation, and d) Ensure all personnel are informed prior to door operation. 	

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AIRCRAFT:	ATR-72				IO. 19 PAGE NO. 52-2				
		ММ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
52. DOORS		<u>, </u>	<u> </u>	<u>'</u>					
Sequence No.	Item	1	2	3	4 Change Bar				
41-1	Service Door Hold Latch Activation System	С	1	0	(M) May be inoperative provided an approved mechanical device is installed to maintain the latch in an OPEN position.				
41-2	Service Door Seal (Passenger Configuration)	С	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited.				
50-1	Flight Deck Door Lock System(s)								
1) ***	Enhanced Flight Deck Security Door Primary Locking System (14 CFR Part 25, § 25.795 Compliant)	A	1	0	 (M)(O) May be inoperative provided: a) Primary locking system is deactivated, b) Secondary locking system operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the secondary locking system, and d) Repairs are made within 2 flight days. 				
2) ***	Enhanced Flight Deck Security Door Secondary Locking System (14 CFR Part 25, § 25.795 Compliant)	С	1	0	May be inoperative provided primary locking system operates normally.				
50-2	Flight Deck smoke Barrier Door (STC ST01189WI)	D	1	0	May be inoperative provided procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MEL must define which items are approved for inclusion in the Fly Away Kits and which				

	TMENT OF TRANSPORT				MASTE	R MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	IO. 19	PAGE NO.				
7111010111	ATR-72	'_			2/02/2018	52-3				
		ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
52. DOORS		,		<u>'</u>						
Sequence No.	Item	1	2	3	4		Change Bar			
52-1	Cargo Door Motor/Actuator						•			
1)	Passenger Configuration	С	1	0	a) A med and is b) All dod operat	e inoperative provided: chanical means is available used to operate the door, or warning indications te normally, and door motor is deactivated.				
2) ***	Cargo Configuration (STC ST01189WI)	D	1	0	a) A med and is b) All dod operat	e inoperative provided: chanical means is available used to operate the door, or warning indications te normally, and door motor is deactivated.				
52-3	Cargo Door Support Mechanism									
1)	Passenger Configuration	A	1	0	a) Suppo or sec b) Cargo horizo c) Maxim 25 knd d) Repail	e inoperative provided: ort mechanism is removed oured, door is not opened past a ntal position, num windspeed limit is ots, and rs are made within t days.				
2)	Gas Spring Struts (STC ST01189WI)	С	4	2	inoperative pr	cargo door may be rovided an alternate means oor is available and used.				
a)	Extension Clip	D	-	0						

AIRCRAFT:	VIATION ADMINISTRATION ATR-72		REVISION NO. 19 PAGE NO. 52-4						
	7(1)(72	DADA	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
52. DOORS	Itam	<u> </u>		۱ ،	14	Chá			
52-4	AFT Cargo Compartment Door/Curtain (Passenger Configured Aircraft Only)	C C	1	0	a) Door/onot blood not be seen as which inclus	be inoperative provided: curtain is secured and does ock an Emergency exit, and dures are established and to ensure the cargo artment remains empty or fied to contain only empty handling equipment, t (ballast may be loaded in), and/or Fly Away Kits. ator MELs must define items are approved for ion in the Fly Away Kits which materials can be used			
52-5 ***	Auxiliary AFT Cargo (Class C) Compartment Door	С	1	0	(M)(O) May b a) Door i block b) Proce used t	te inoperative provided: is secured and does not an Emergency exit, and dures are established and to ensure the cargo artment remains empty.			

	VIATION ADMINISTRATIO								
AIRCRAFT:	ATR-72	RE\			IO. 19 PAGE NO. 2/02/2018 61-1				
		ММ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.		_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4	Change			
21-1	Synchrophaser System (Only Non-PEC Aircraft)	С	1	0	(M) May be inoperative provided system is deactivated.	Bar			
21-2	Autofeather System	С	2	0	(O) One or both may be inoperative provided AFM performance penalties are applied.				
21-3 ***	PEC Channels except (-600)	A	4	2	 (M) One channel on each engine may be inoperative provided: a) PEC Channel test is performed before each departure, and b) Repairs are made within 2 flight days. 	I			
21-4	PEC SGL CH Light	A	2	0	 (M) May be inoperative provided: a) PEC is considered inoperative on affected engine, b) Light(s) erroneously ON is(are) deactivated, and c) Repairs are made within 2 flight days. 				
21-6	Propeller Interface Unit (PIU) and Associated Propeller Speed Selection (All PEC Aircraft)	С	2	0	(O) May be inoperative provided both CL are set to 100% OVRD.NOTE: If affected side cannot be identified, both PIUs should be considered as inoperative.				
42-1	N _P Indicating Systems								
1)	Digital Counter except (-600)	С	2	0		 			
2)	N_P indication on EWD (-600)	С	2	1	One may be inoperative provided aircraft is not operated into known or forecast icing conditions.	 			
50-1 ***	Propeller Brake System	С	1	0	(M) May be inoperative provided system is deactivated.				

SYSTEM & SEQUENCE NO. ITEM TIEM TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL THE TO	AIRCRAFT:	VIATION ADMINISTRATIO ATR-72				IO. 19 PAGE NO. 2/02/2018 61-2				
SYSTEM & SEQUENCE NO. ITEM I		ATTE-TZ								
SYSTEM & SEQUENCE NO. ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 61. PROPELLERS Sequence No. Item	II-07/2004/00/10 to 18/20/00/10/2004									
Sequence No. tem 1 2 3 4 C 51-1 *** PROPERTY Prop BRK UNLK/ON Light Light C 1 0 (M)(O) May be inoperative provided: A 1 0 May be inoperative provided repairs are made within 2 flight days.		ITEM								
4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 51-1 51-1 Prop BRK UNLK/ON C 1 0 (M)(O) May be inoperative provided:		IIEM			3.1	NUMBER REQUIRED FOR DISPATCH				
Sequence No. Item	W150222111					4. REMARKS OR EXCEPTIONS				
51-1 *** Prop BRK UNLK/ON Light C 1 0 (M)(O) May be inoperative provided: a) Propeller brake system is deactivated, and b) Light(s) erroneously ON is(are) deactivated. FROP BRK Memo Light except (-600) C 1 0 May be inoperative provided repairs are made within 2 flight days. C 1 0 May be inoperative provided propeller brake is not used. Fropeller Brake READY Light C - 0 May be inoperative provided propeller brake is not used.			1		ı		Chan			
*** Light a) Propeller brake system is deactivated, and b) Light(s) erroneously ON is(are) deactivated. 51-2 PROP BRK Memo Light except (-600) C 1 0 May be inoperative provided repairs are made within 2 flight days. C 1 0 May be inoperative provided propeller brake is not used. C 1 0 May be inoperative provided propeller brake is not used. C 1 0 May be inoperative provided propeller brake is not used. C - 0 May be inoperative provided test switches remain in neutral position.							Chan Bar			
except (-600) C 1 0 May be inoperative provided propeller brake is not used. 51-3 Propeller Brake READY Light C 1 0 (O) May be inoperative provided propeller brake is not used. C 1 0 May be inoperative provided propeller brake is not used. C - 0 May be inoperative provided test switches remain in neutral position.		•	С	1	0	a) Propeller brake system is deactivated, andb) Light(s) erroneously ON is(are)				
brake is not used. 51-3 Propeller Brake READY C 1 0 (O) May be inoperative provided propeller brake is not used. 60-1 Propeller System Maintenance Panel C - 0 May be inoperative provided test switches remain in neutral position.	51-2		A	1	0					
Light propeller brake is not used. 60-1 Propeller System Maintenance Panel			С	1	0					
Maintenance Panel switches remain in neutral position.	51-3		С	1	0					
	60-1	Maintenance Panel	C		0					

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		MM	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
73 ENGINE	FUEL AND CONTROL				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change		
13-1	IDLE GATE FAIL Light	C	1	0	(M)(O) May be inoperative provided:	Bar		
13-1	IDLE GATE PAIL LIGHT		'	U	a) System operative provided: a) System operates normally, and b) Light(s) erroneously ON due to system failure is(are) deactivated.			
15-1	Fuel Heater Systems	С	2	0	(M)(O) May be inoperative with fuel temp low indication provided: a) Fuel anti-icing additives meeting engine manufacturer's specifications are used, and b) Associated engine(s) oil level is checked before each departure.			
		С	2	0	(O) May be inoperative with fuel temp low indication provided flight is conducted in atmospheric conditions of 0 degrees SAT or above.			
		С	2	0	(O) May be inoperative with fuel temp high indication provided:a) AVGAS or JP4 are not used, and b) All other fuel system components operate normally.			
21-1	Automatic Takeoff Power Control System (ATPCS)	С	1	0	(O) May be inoperative provided AFM performance penalties are established and used.			

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		MM	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALL 3. NUMBER REG							
W 55 85 85					4. REMARKS OR EXCEPTIONS					
73. ENGINE	FUEL AND CONTROL									
Sequence No.	Item	1	2	3	4	Chan Ba				
23-1	Power Management Rotary Selector Switches (PWR MGT)									
1)	Models without Mod. 3973 or Mod. 4371 Installed	C	2	1	 (M)(O) One may be inoperative in other than the TO position provided: a) ATPCS is considered inoperative, b) CONFIG warning is inhibited, c) Torque is adjusted according to the non-affected engine, d) CLs are manually set to max RPM before landing, and e) Light(s) erroneously ON due to system failure is(are) deactivated. 					
2)	Models with Mod. 3973 or Mod. 4371 Installed, or PW127F Engines	A	2	1	 (O) One may be inoperative in either CLB or CRZ position provided: a) ATPCS is considered inoperative, b) Condition Levers (CLs) are manually set to 100% OVRD for Takeoff and Landing, and c) Repairs are made within 2 flight days. 					
		A	2	1	 (O) One may be inoperative in TO position provided: a) Both Condition Levers (CLs) are manually set to 100% OVRD for entire flight, and b) Repairs are made within 2 flight days. 					
		A	2	1	 (O) One may be inoperative in the MCT position provided: a) Both Condition Levers (CLs) are manually set to 100% OVRD for entire flight, b) ATPCS is considered inoperative, and c) Repairs are made within 2 flight days. 					

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	AIR-12								
		_			LE KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM	2. NUMBER INSTALLED							
NO.		3. NUMBER REQUIRED FOR DISPATCH							
	4. REMARKS OR EXCEPTIONS								
73. ENGINE FUEL AND CONTROL									
Sequence No.	Item	1	2	3	4 Change Bar				
23-2	Engine Electronic Control (EEC)								
1)	except (-600)	A	2	1	(O) One may be inoperative for day operations only provided: a) Associated bleed valve operates normally, b) Associated pack operates normally, c) DC auxiliary hydraulic pump operates normally, d) Operations are conducted in compliance with the AFM, and e) Repairs are made within 2 flight days.				
2)	(-600)	A	2	1	(O) One digital TQ counter and associated target bug may be inoperative for day operations provided: a) Associated bleed valve operates normally, b) Associated pack operates normally, c) DC auxiliary hydraulic pump operates normally, d) Operations are conducted in compliance with the AFM, and e) Repairs are made within 2 flight days. NOTE: Disregard HBV flag on TQ 1(2) indication.				
23-3	Uptrim (And Associated Test)	С	2	0	·				

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		мм	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
73. ENGINE	FUEL AND CONTROL								
Sequence No.	Item	1	2	3	4	Change Bar			
31-1	Fuel Flow Indication	В	2	1	One may be inoperative provided: a) Associated fuel quantity indicating system operates normally, and b) Associated FEED LO PR light operates normally.				
31-2	Fuel Used Indication	С	2	1	One may be inoperative provided the associated fuel quantity indicating system operates normally.	I			
31-3	FUEL CLOG Alert System except (-600)	A	2	1	 May be inoperative provided: a) Malfunction is verified to be in the warning system, b) Light(s) erroneously ON is(are) deactivated, c) Associated engine operating parameters are verified normal before each departure, d) Associated engine operating parameters are monitored throughout flight, and e) Repairs are made within 2 flight days. 	I			
35-1	Fuel Temperature Indicating Systems	С	2	0	 (M)(O) May be inoperative provided: a) Fuel anti-icing additives meeting engine manufacturer's specifications are used, b) Associated engine(s) oil level is checked before each departure, c) AVGAS or JP4 are not used, and d) All other fuel system components operate normally. (O) May be inoperative provided: a) Flight is conducted in atmospheric conditions of 0 degrees SAT or above, b) AVGAS or JP4 are not used, and c) All other fuel system components operate normally. 				
60-1	Engine Fuel and Control Maintenance Panel Controls and Indicators	С	-	0	May be inoperative provided test switches remain in neutral position.				

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/IATION ADMINISTRATIO											
ATD 72											
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	1. 1										
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	4. REMARKS OR EXCEPTIONS										
74. IGNITION											
Item	1	2	3	4	Change Bar						
Ignition Systems											
4 Exciter Unit System (-600 Only)	A	4	2	Two units may be inoperative provided: a) One ignition system per engine operates normally, and b) Repairs are made within 3 flight days.							
CONT RELIGHT Memo Light except (-600)	С	1	0								
<u> </u>	ITEM Item Ignition Systems 4 Exciter Unit System (-600 Only) CONT RELIGHT Memo	ATR-72 MMI ITEM ITEM ITEM I Ignition Systems 4 Exciter Unit System (-600 Only) CONT RELIGHT Memo Light	ATR-72 REVISION ADMINISTRATION MMEL T ITEM 1 REPA 2. N Item 1 2 Ignition Systems 4 Exciter Unit System (-600 Only) CONT RELIGHT Memo Light CONT RELIGHT Memo Light	ATR-72	MASTER MINIMUM EQUIPMENT						

Sequence No. Item 1 2 3 4	U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N						
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SYSTEM & SEQUENCE NO. ITEM 1 2 3 4 Chang Bar Cha										
1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 5. BLEED AIR 1 2 3 4 Chang Bar		ATR-72					75-1			
SYSTEM & SEQUENCE NO.										
3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 75. BLEED AIR Sequence No. Item 1 2 3 4			1. 1				ED			
		ITEM								
Sequence No. Item 1 2 3 4 Chang Bar	4. REMARKS OR EXCEPTIONS									
			1		2	4		Change		
						*		Bar		
Flapper PW127)	20-1		C	4	0					

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35-59-5-59-5-6-10-10-10-10-10-10-10-10-10-10-10-10-10-		_			CATEGORY			
SYSTEM &	17514				BER INSTALLI	ED		
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH						
110.		4. REMARKS OR EXCEPTIONS						
77. ENGINE INDICATING								
Sequence No.	Item	1	2	3	4		Change Bar	
11-1	N _H Indicators							
1)	Digital Counter except (-600)	С	2	0	Digital counte	r(s) may be inoperative.	I	
2)	Pointer and Counter (-600)	С	4	2	•	r counter must be each indicator.		
		С	2	1	may be inope	ator (pointer and counter) rative provided both idicator and N _P indicator	 	
11-2	N _L Indicators	С	2	0		rative provided associated perates normally.	I	
13-1	Torque Indicators							
1)	Digital Counter	С	2	0		ter must be operative on and the HBV is checked	 	
2)	Pointer and Counter	С	2	1	be inoperative a) Both e indicat b) ATPC: c) Both E d) Opera	(pointer and counter) may e provided: engines N _H indicator and N _P for are operative, S operates normally, EEC operate normally, and tions are conducted in fance with the AFM.		
13-2	Torque Target Bugs							
1)	FDAU Torque Bugs except (-600)	С	2	0	a) Torque b) Refere	operative provided: e charts are used, and ence (Manual Torque Bugs e normally.	I	
2)	Reference (Manual) Torque Bugs except (-600)	С	2	0		rative provided the FDAU operate normally.	I	
3)	Bugs and Counter except (-600)	С	4	0		operative provided engine according to operative torque charts.	 	

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SYSTEM &		1. F	1. REPAIR CATEGORY									
SEQUENCE ITEM			NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH									
NO.				3.1	4. REMARKS OR EXCEPTIONS							
77. ENGINE INDICATING												
Sequence No.	Item	1	2	3	4	Change Bar						
20-1	ITT Indicators											
1)	Digital Counter except (-600)	С	2	0	Digital counter(s) may be inoperative.							
2)	Pointer and Counter (-600)	С	4	2	One pointer or counter must be operative on each engine.							
21-1	ITT Over Temp Lights	A	2	1	 (M) One may be inoperative provided: a) Light(s) erroneously ON due to system failure is(are) deactivated, and b) Repairs are made within 3 flight days. 							
60-1	Indicator Systems Maintenance Panel Controls and Indicators	C	-	0	May be inoperative provided all controls are in the normal position.							

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NO.				(7.8 8	4. REMARKS OR EXCEPTIONS								
79. ENGINE OIL													
Sequence No.	Item	1	2	3	4	Char Ba	nge ar						
36-1	Oil LOW PRESS Light except (-600)	В	2	1	(M) One may be inoperative provided a) Associated oil pressure independent of the operates normally and is monitored throughout the floor oil quantity is verified adected before each departure, and c) Light(s) erroneously ON dusystem failure is(are) deactivated.	licator light, quate d							